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★ ★ NUMBER 4 ★ ★ ★

# TRUE COMICS

64 PAGES IN  
FULL COLOR

10¢

TRUTH is stranger and a thousand

times more thrilling than FICTION

**DANGER  
IN THE  
ARCTIC**

**FRONTIER  
FIGHTER**

**RECORD BREAKERS**

**U.S. ARMY  
CHIEF**

CENTER SPREAD OF  
10 Different, Beautiful  
**SAILING SHIPS**

by the famous artist  
GORDON GRANT

**ALSO OTHER FEATURES**

HEROINE OF THE WHITE HOUSE  
CHINESE HERO NO. 1 (PART TWO)  
MY GREATEST ADVENTURE  
RECORD BREAKERS

UNSUNG HERO

OLD GLORY





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Right—America's "First Lady" expresses approval of True Comics. Mrs. Franklin D. Roosevelt and Publisher Hecht look over an advance copy of the magazine.

Below—Gerard Darrow, youngest of the extraordinary "Quiz Kids," is a new Junior Advisory Editor.



Right—One of our distinguished Senior Advisory Editors, Daniel C. Knowlton, Professor of Education in the Social Studies Dept., New York University.



# Have You Written Us A LETTER?

By **GEORGE J. HECHT**, President and Publisher

**H**UNDREDS and hundreds of boys and girls, and grown-ups, too, have written to us about TRUE COMICS since this new magazine first appeared. We are very happy to say that almost one hundred percent of your letters have praised the magazine most enthusiastically, but we are glad to receive your criticisms, too, because when we know what you don't like about TRUE COMICS, we can improve it.

A great number of you have suggested subjects for us to use in TRUE COMICS. There have been many very interesting suggestions, and we are keeping a careful record of them for future use. You will understand, however, that we naturally have a huge list of ideas and only have space to cover about eleven features in any one issue. So if you don't see a particular feature which you suggested in the magazine right away, don't be discouraged. You may be sure that we are considering all suggestions seriously and what you have proposed may appear in an early issue.

I hope that you will write to us, if you have not already done so, and tell us frankly what you think of TRUE COMICS. We count on your comments to help us improve this publication and make it your favorite magazine!

## TRUE COMICS

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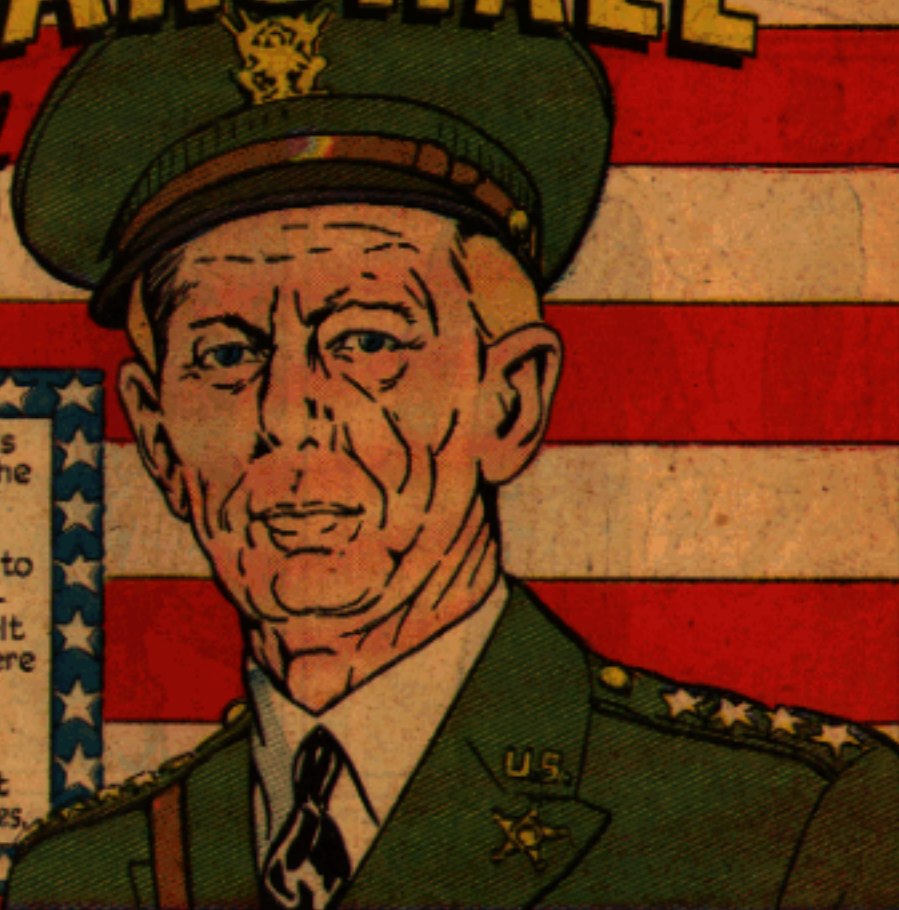
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# U.S. ARMY CHIEF

## General GEORGE C. MARSHALL

*Chief of Staff*



**G**ENERAL MARSHALL, even when he was a junior officer, was acclaimed "the greatest military genius of America since Stonewall Jackson."

In 1939, Marshall was promoted to his present top ranking army position by President Franklin D. Roosevelt over the heads of 34 generals who were his seniors in rank.

Across his desk flow all the army plans for national defense.

General Marshall is today the most important military figure in the United States.

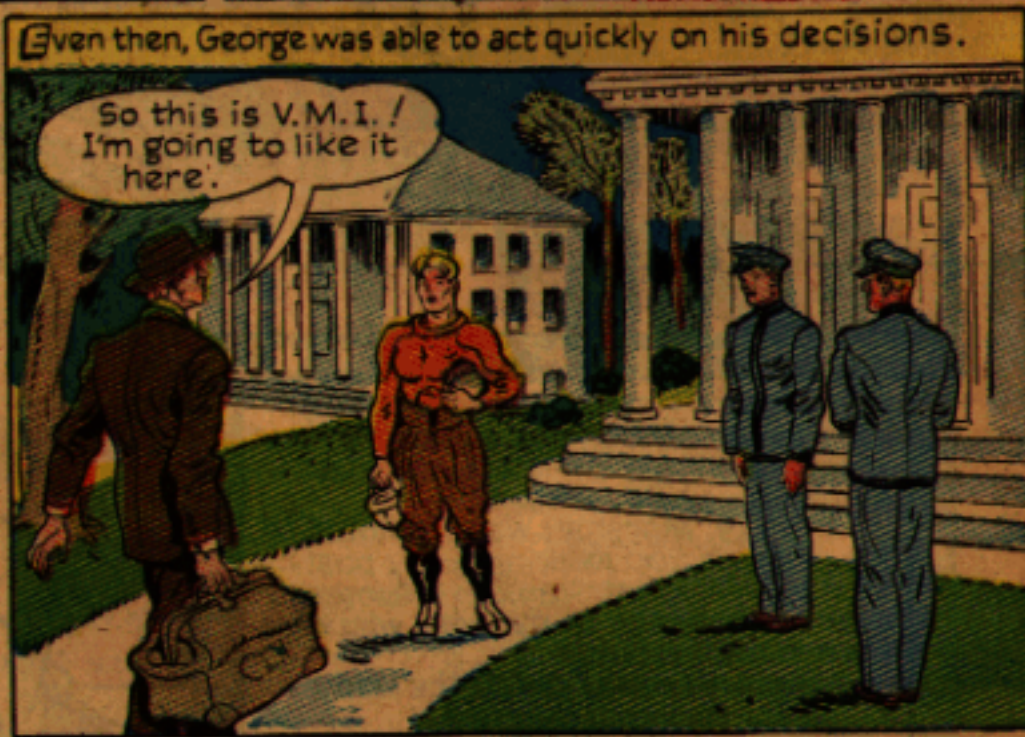
George C. Marshall was born in Uniontown, Pa., in 1880. Even as a small boy, he knew what he wanted to do.



His interest in the Army increased as he grew older.







During a hazing prank, one of the cadets slipped, and George was seriously injured by a bayonet.



IN 1897, his first year at V.M.I., Cadet Marshall often found himself in the "Awkward Squad."



Cadet Marshall, your shoes are a disgrace! Don't you know how to shine them?



Maybe I'm not the world's best soldier, but at least I can shine shoes.



But they're not, Sir.



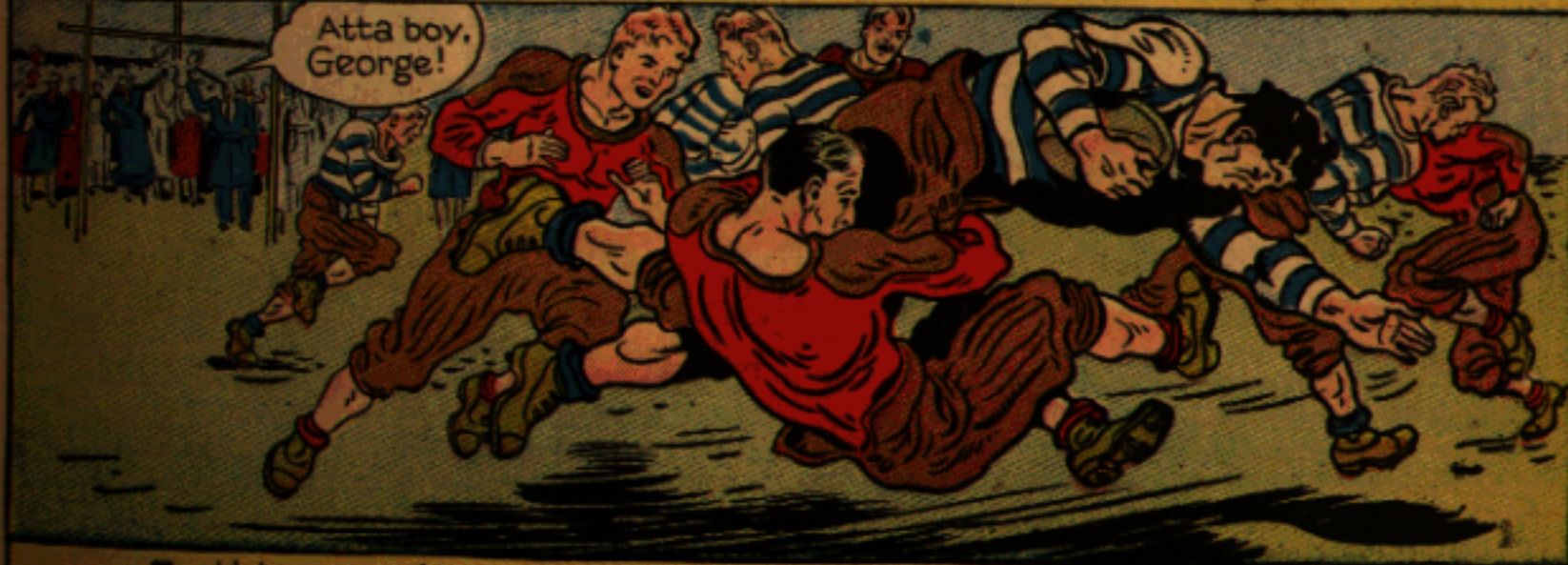
If they aren't patent leather, you must have varnished them.



Young Marshall visited many old battle fields where he mentally reviewed the battles as they had been fought.



He also played football. After the 1900 season, he was named tackle in Intercollegiate Football Guide's first All-Southern Team.



To this very day he uses football terms to describe battles.



Although he had been in the "Awkward Squad," before he was graduated in 1901 Marshall was made First Captain, the highest student officer.



The following year, he became a Second Lieutenant in the United States Regular Army.



Marshall's first assignment was in the Philippines . . . He reported at Manila . . .



I am to be your new aide, Sir.

I've heard you spoken of highly, Lieutenant Marshall.

A great sham battle to test Manila's defenses was planned. Just as the attack began, the Chief of Staff fell ill.



What's the matter, Sir?

I'm very sick! Go to the Commander, Lieut. Marshall.



Yes, Sir!

Do you know how to draw up a field order, Lieutenant? Then draw one up!

The Commander questioned Lieutenant Marshall.



Without seeking advice or instruction, the young Lieutenant went ahead.

Have half your men attack Hill 24, Colonel, while the rest make a feint to the west.

His knowledge of the situation is unbelievable!

The sham battle, fought according to Marshall's plan, was a great victory for his side.



It's that new Lieutenant's.

The defending forces never make a mistake. I wonder whose plan they are following?

A few days later...

I called this meeting to say that the best battle plan I have ever seen was that of Lieut. Marshall. He is the greatest American military genius since Stonewall Jackson.



Two years later, Lieutenant Marshall was back in the U.S., as Adjutant to General Hagood, who used him as a trouble-shooter.

Lieutenant, Company F seems a little slack. Go over and straighten them out.

Yes, Sir!



Far from resenting his efficiency, other officers asked for his help in solving their problems.

Can you lend me Lieutenant Marshall for a day, Sir? I need his advice.

Certainly! I'm glad you realize that, Captain.



General Hagood gave Lieutenant Marshall the highest rating ever given a U.S. Army officer.

It's only what he deserves.





But Marshall never felt that he "knew it all." He took a course at the Infantry-Cavalry School, was honor graduate, and was promoted to First Lieutenant.



Graduated from the Army Staff College the following year, he was made an instructor.



Next, Lieut. Marshall was Inspector-Instructor of the Massachusetts National Guard.



Then he went to Texas and Arkansas with the Fourth Infantry.



While Lieutenant Marshall was on his next assignment (in the Philippines again), World War No. 1 broke out in Europe.





When the U.S. declared war in 1917, Marshall was among the first American soldiers to sail to France.

The Yanks are coming!  
The Yanks are coming!

Allons Enfants,  
pour la Patrie!

BOOM!

Although officially attached to the First Division of the American army as Assistant Chief of Staff for Operations, Marshall, now a Major, joined a French Moroccan division in its attack against the enemy.

Marshall was soon made a Colonel and Chief of Operations. He planned many successful attacks.

Now, if we counter-attack through the woods, we can cut the enemy supply line and capture the town!

I understand, Colonel Marshall.





He took part in the St. Mihiel offensive ---



---and in the Argonne Drive.



For this battle, 820,000 men, with supplies, had to be moved from St. Mihiel to the Argonne Forest.



Marshall arranged the transfer in two weeks; it is considered one of the greatest military triumphs of all times.



Soon afterward, the Armistice was declared. ... The war was ended.



Then Colonel Marshall was made Chief of Staff of the Eighth Army Corps.



For the next five years, until the summer of 1924, he was Aide-de-Camp to General Pershing.







I'd be willing to pay Marshall \$20,000 a year if he would come to work for me.

But, when he heard the offer...

I'd rather stay in the army.

Marshall was making less than one-fifth that much from his army pay.

After serving in China and in the United States for a number of years, Marshall was promoted to Brigadier General and, in 1938, was made acting Chief of Staff in the Capital.



In September 1939, he received the highest office in the United States Army.



Thank you, Mr. President.

This is your appointment as Chief of Staff, General Marshall.

One of his first acts was to order mass maneuvers.



Armies of today must have a thorough knowledge of modern warfare as it is now being fought in Europe.

He is largely responsible for our Army's increased strength.

The situation facing the U.S. is critical. We must ask Congress to authorize an army of 1,200,000 men at once!



It was promptly done.



General Marshall is an early riser.  
He gets up at 6.00 a.m. ...



... Then he goes riding ...



He is at his desk at 7.30 to start a full day's work.



Almost always, he takes work home, too.



He likes to dance at social functions.

It combines pleasure and exercise



His quick mind makes him a good bridge player.

No Trumps I double



When in Washington, D.C., he wears civilian clothes.



Until lately he played tennis. Now he has no time. He is also a ping-pong expert.





As Army Chief of Staff, General Marshall has many duties to perform. The Defense Advisory Council calls upon him for his advice.

We shouldn't make public our military secrets. Right now, we're playing poker with everyone looking at our hand,



He must appear before Congressional Committees...

What are your views on conscription, General?

The way things are going abroad, we may need more man power without delay.



President Roosevelt calls on him for reports on the progress of rearmament.



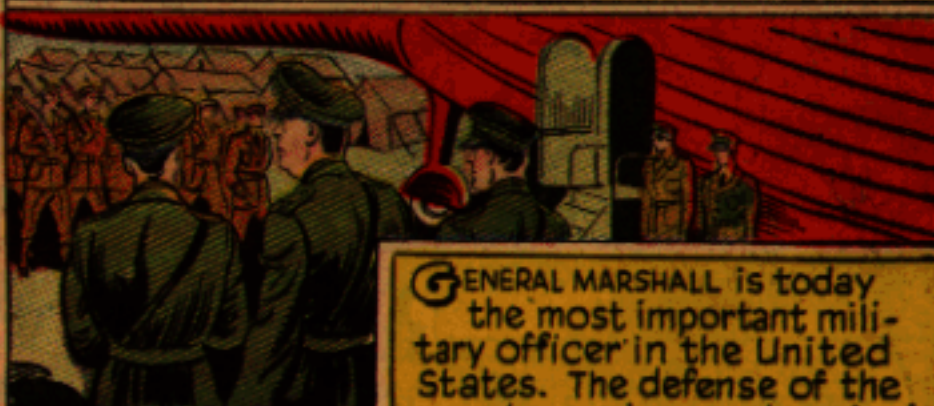
Frequent meetings are held with army officers to plan national defense.



General Marshall visits armament plants and inspects guns being produced for the United States and Great Britain.



He visits army camps and follows the training of our army.



He is interested in how the men in the army are getting along and is encouraging the expansion of the United Service Organizations.



The spirit and morale of our soldiers is of vital importance!

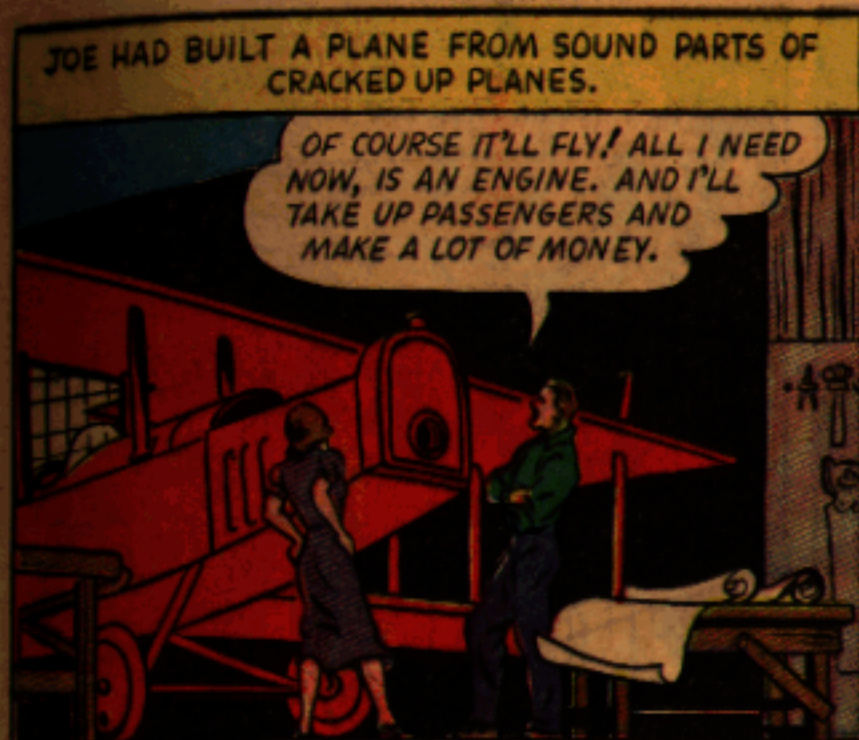
GENERAL MARSHALL is today the most important military officer in the United States. The defense of the country we love rests principally in his hands.















JOE CROSSON GOT HIS FLYING OUTFIT—3 SUITS OF LONG UNDERWEAR, A FUR-LINED FLYING SUIT, 3 WOOLLEN SHIRTS, 3 PAIRS OF MITTENS, 3 SWEATERS AND A FUR PARKA.







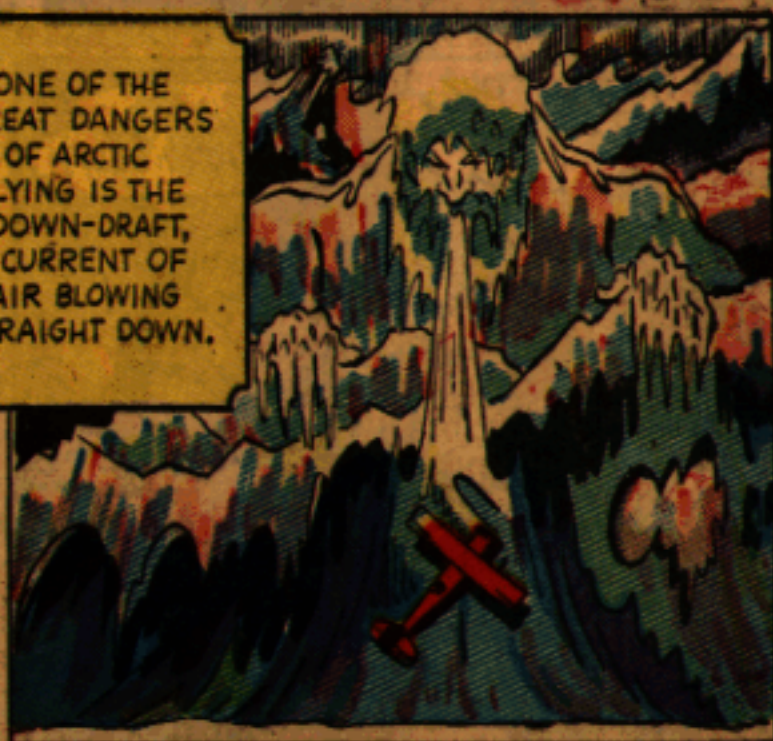
A MONTH LATER—JOE WAS FLYING A SHIPMENT OF MINING MACHINERY UP THE LONELY PORCUPINE RIVER...



A FORCED LANDING ON THE RIVER ICE.



ONE OF THE GREAT DANGERS OF ARCTIC FLYING IS THE DOWN-DRAFT, A CURRENT OF AIR BLOWING STRAIGHT DOWN.



SAFE! MAYBE!



JOE COULDN'T MAKE THE REPAIRS ON HIS PLANE BEFORE NIGHTFALL. HE SAW A LIGHT IN THE DISTANCE AND HIKED TOWARD IT.

I'M LUCKY--A MINER'S CABIN!







IN ALASKA, AN AIRPLANE CAN FLY IN A FEW HOURS  
THE SAME DISTANCE A DOG TEAM CAN TRAVEL IN WEEKS.





THE NEXT DAY JOE REPAIRED THE OIL PUMP AND DELIVERED THE MINING MACHINERY.

NOW THE MINE CAN RE-OPEN.  
JUST THE SAME -- I DON'T  
LIKE AIRPLANES!

THE NEXT DAY, JOE FLEW BACK  
TO FAIRBANKS.

WE'RE FOOLS, BEN, TO  
TAKE SUCH RISKS FOR  
PEOPLE WHO HATE US!

THAT'S OUR  
JOB, JOE---  
TO HELP  
PEOPLE.  
SOMEDAY THEY  
WILL GET OVER  
HATING US.

SEVERAL WEEKS  
LATER IN THE  
ARCTIC OCEAN A  
FUR SCHOONER  
WAS IN THE ICE  
PACK BREAKING  
UP.

SHIP BREAKING  
UP! -- SEND  
RESCUE  
PLANE!

LET ME  
GO, BEN!

IT'S MY TURN  
JOE. SO LONG!

BEN EILSON  
FLEW TO THE  
RESCUE.

SO  
LONG  
BEN!

BEN EILSON MADE ONE SUCCESSFUL ROUND TRIP TO THE SHIP IN  
DISTRESS -- THEN WENT BACK FOR THE REST OF THE CREW. --  
HE DID NOT RETURN.



FOR MONTHS, JOE FLEW BACK AND FORTH OVER DESOLATE ARCTIC WASTES, ON THE CHANCE BEN EILSON MIGHT BE ALIVE, BUT HE NEVER FOUND HIM. JOE HAD LOST HIS BEST FRIEND.



A YEAR LATER—IN THE MIDDLE OF THE NIGHT.



ME ESKIMO---ME JOHN--VERY TIRED--  
COME LONG WAY  
FOR HELP!



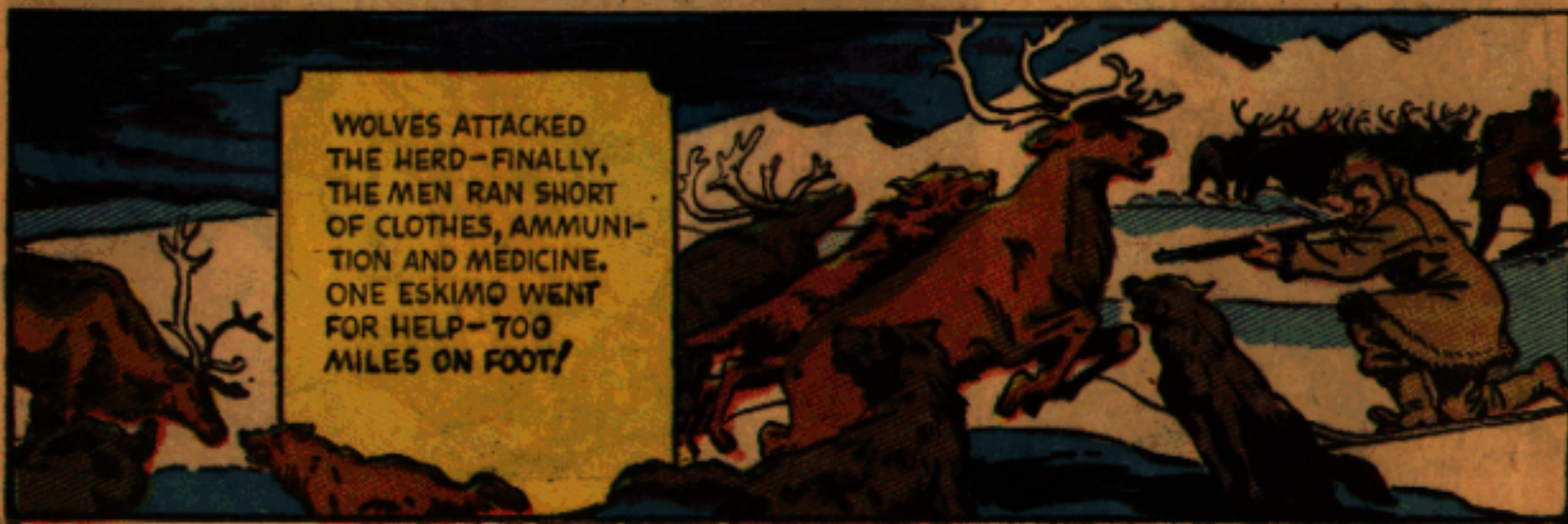
ME COME FROM GREAT REINDEER  
HERD IN FAR NORTH. MUST  
HAVE FOOD AND MEDICINE  
FOR MEN!



THE CANADIAN  
GOVERNMENT HAD  
BOUGHT 2000 REINDEER  
FROM ALASKA FOR  
FOOD FOR CANADIAN  
ESKIMOS. IT TOOK  
THREE YEARS TO  
DRIVE THE HERD TO  
THE MACKENZIE  
RIVER IN CANADA.



WOLVES ATTACKED  
THE HERD--FINALLY,  
THE MEN RAN SHORT  
OF CLOTHES, AMMUNI-  
TION AND MEDICINE.  
ONE ESKIMO WENT  
FOR HELP--700  
MILES ON FOOT!





JOE KNEW THAT WITHOUT HIS HELP THE REINDEER HERD WOULD NEVER GET TO THE STARVING ESKIMOS IN CANADA.

YOU FLY NORTH WITH THE THINGS WE NEED?

IT IS THE WORST TIME OF THE YEAR - ALMOST IMPOSSIBLE - BUT I'LL GO!

OVER THE DANGEROUS ENDICOTT RANGE WHERE MAGNETIC IRON DEPOSITS MAKE THE COMPASS SPIN IN ALL DIRECTIONS.

ME LOST!

THE COMPASS HAS GONE CRAZY!

JOE TURNED BACK AND LANDED FOR THE NIGHT. HE TOOK BEARINGS FROM THE STARS.

THE NEXT DAY!

THE REINDEER!

I SPEAK THE THANKS FOR ALL MY PEOPLE, FROM ONE OCEAN TO THE OTHER! WE NEVER FORGET YOU, MISTER JOE!

BACK IN FAIRBANKS, JOE FOUND THE HATRED OF THE OLD TIMERS AS STRONG AS EVER.

WE'LL RUN YOU OUT OF ALASKA YET, YOU AND YOUR FLYING MACHINE!

TAKE IT EASY - OLD TIMER!



A WEEK LATER, A TERRIFIC STORM HIT ALASKA.



WHAT DO YOU WANT HERE?

THERE'S A SCARLET FEVER EPIDEMIC AT POINT BARROW. THEY NEED SERUM AND A DOCTOR—QUICK!



YOU CAN'T FLY IN THIS STORM, JOE! YOU'LL BE KILLED LIKE BEN EILSON!

START WARMING UP MY PLANE! I'M TAKING OFF FOR POINT BARROW IN ONE HOUR!

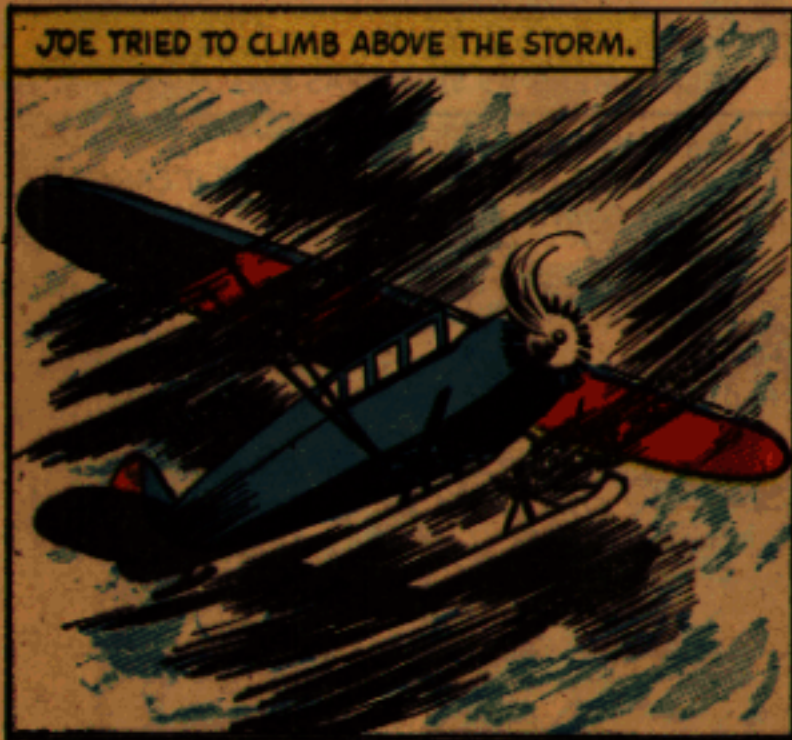


POINT BARROW, INSIDE THE ARCTIC CIRCLE, WAS SIX WEEKS JOURNEY BY DOG-SLED FROM FAIRBANKS—SIX HOURS BY PLANE.

BETTER STRAP YOURSELF IN, DOCTOR. IT'S GOING TO BE A ROUGH TRIP!



JOE TRIED TO CLIMB ABOVE THE STORM.



SIX HOURS LATER, JOE'S CALCULATIONS SHOWED HE WAS NEAR POINT BARROW.

I'VE GOT TO FLY LOW NOW. IF I MISS POINT BARROW, WE'LL BE LOST OVER THE ARCTIC OCEAN!





JOE LANDED IN A SNOWDRIFT, OUTSIDE POINT BARROW.

IF YOU NEED ME DOCTOR,  
I'LL BE GLAD TO HELP!

YOU SAVED  
MY BOY'S LIFE,  
DOCTOR.

YOU CAN THANK  
JOE CROSSON!

WE'LL NEVER FORGET YOU  
SAVED OUR LIVES AND THE  
LIVES OF OUR CHILDREN!

GLAD I COULD HELP YOU.  
AND HERE ARE SOME THINGS  
I BROUGHT ALONG FOR  
THE CHILDREN.

WHEN JOE RETURNED  
TO FAIRBANKS....

MAYBE WE  
MADE A MISTAKE, JOE  
CROSSON. YOU AND  
YOUR AIRPLANE ARE  
ALL RIGHT!

TODAY— ALASKA IS SERVED BY MODERN, UP-TO-DATE PLANES OF PAN-AMERICAN AIRLINES—AND BELOVED JOE CROSSON IS THE COMPANY'S ALASKAN GENERAL MANAGER!



# Record Breakers



**Ben Eastman (U.S.A.)**  
set the record for this distance in 1932, with the time of 45.4 seconds.

400-YARDS RUN--

100-YARDS RUN--  
**Frank Wykoff** established the record for this distance -- 9.4 seconds -- in 1930, and **Jesse Owens** equalled it in 1935.



**HURDLES--**  
**Fred Wolcott**  
of Rice  
Institute  
of Texas

Streaked over the 220-YARDS LOW-HURDLES in 22.5 seconds in 1940, for a new world's record. The same year he also ran over the 200-METERS HURDLES in 22.3 seconds -- and the 120-YARDS HURDLES in 13.9.

100-METERS RUN-- **Miss Helen Stephens (U.S.A.)** cracked the world's record for this distance at the Berlin Olympics in 1936. Her time was 11 $\frac{5}{10}$  seconds.



220-YARDS RUN --  
**Jesse Owens** also holds the record for this distance -- 20.3 seconds -- established in 1935.

POLE VAULT--



A new record was set JUNE 6, 1941 when **Cornelius Warmerdam** of The Olympic Club vaulted 15 ft. 4 $\frac{1}{4}$  in.



200-METERS RUN--  
**Miss Stella Walasiewicz (Walsh)** holds the record which she made in 1935, in Cleveland. Time --- 23 $\frac{6}{10}$  seconds!

JAVELIN --  
**Matti Jarvinen**, of Finland, heaved the javelin 241.6 feet in 1940 -- to break his own earlier record!





# 880-YARDS RUN



**Elroy Robinson,**  
of the U.S.A.,  
ran this distance  
in 1937,  
in one  
minute  
49.6  
seconds

# WEIGHT LIFTING



The Two  
Hands  
Clean  
and Jerk Record  
is held by **Luhaar,**  
of Esthonia, who  
lifted  
approximately  
369.3  
pounds.



# 2-MILE RUN

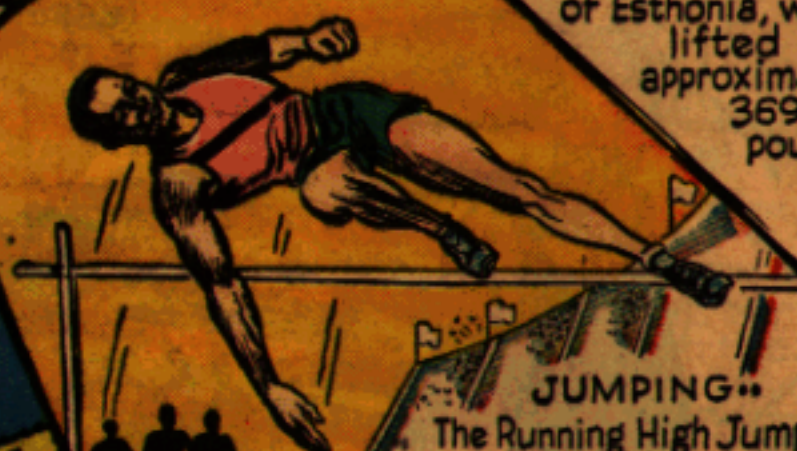
**Miklos Szabo,**  
of Hungary,  
set a world's  
record for this  
event in 1937,  
with the time of  
8 minutes, 56 seconds.

# 1-MILE RUN



The best  
record  
for the MILE RUN  
was made by  
**Sydney C. Wooderson,**  
of Great Britain, in 1939,  
when he ran the distance  
in 4 minutes,  
6.4 seconds.

# JUMPING



The Running High Jump  
record is held jointly by  
**Cornelius Johnson** (sketched above)  
and **David Albritton.**  
Each leaped 6 feet, 9 3/4 inches,  
in 1936!

# BASEBALL

# Atley Donald

New York Yankee  
Pitcher, threw a  
baseball in 1939,  
at a rate of  
139 feet a  
second or  
94.7 miles  
an hour.



Donald's  
throw is  
the fastest  
ever  
recorded.

# 1000-METERS RUN



**Miss Lunn,**  
of England, established  
the record for this event.  
in 1934. Her time was  
3 minutes, 3 1/2 of a second.



# 800-METERS RUN

**Miss Z. Kuobkova,**  
of Czechoslovakia, covered  
this distance in 2 minutes,  
12 2/5 seconds in 1934.



**ARCHERY..**

The all-time record and record-holder in the Free-Style Flight Shoot for Men is 614 yards, 6 inches, made by **Curtis L. Hill**, of Dayton, Ohio, in 1936.

**ARCHERY..**

The all-time record and record-holder in the Free-Style Flight Shoot for Women is 455 yards 8 inches, made by **Miss Glendolene Vinyard**, Canby, Oregon, in 1939.

**SWIMMING..**

**Miss W. den Ouden** of Holland, holds the 100 yards Free-Style record for Women, with the time of 59.8 seconds, made in 1934.

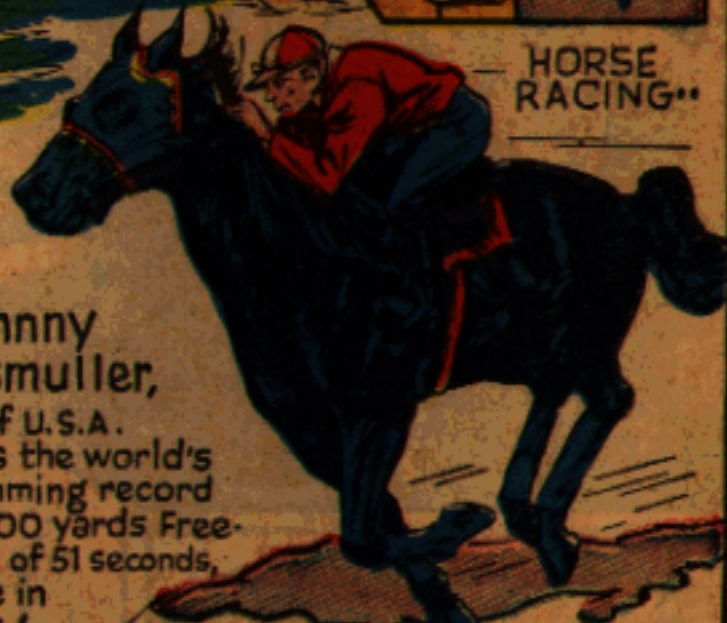
**AUTO RACING..**

The world Automobile Speed Record is held by **John R. Cobb** who, in 1939, raced at a speed of 369.7 miles per hour at Bonneville Flats, Utah.



**Johnny Weismuller**,

of U.S.A. holds the world's Swimming record for 100 yards Free-Style of 51 seconds, made in 1927!

**HORSE RACING..****SEABISCUIT**

The greatest money-winner in all turf history..won \$437,730.

**HORSE TROTTING**

The Champion Trotter of them all was **GREYHOUND** who set a record of 1.55 1/4 in 1938, at Lexington, Ky.

**AIRPLANE..**

In 1939 **Fritz Wendel** of Germany, achieved a speed of 469,220 miles per hour in a stripped-down Messerschmitt plane.







*The story of  
the American flag  
from the beginning of  
the Revolution to  
the present time.*

**I**N 1775 Washington's troops had almost as many flags as there were regiments ...



**F**ranklin visited Washington's headquarters at Cambridge, Mass. in the Fall of 1775...

Dr. Franklin, the Army needs a flag. Every Colony—almost every regiment has a different one!

I agree with you, General Washington!





A flag is a rallying point for soldiers! It must be something they can recognize, and love, and fight for!

Why don't you adopt a flag for the Army as a military necessity?



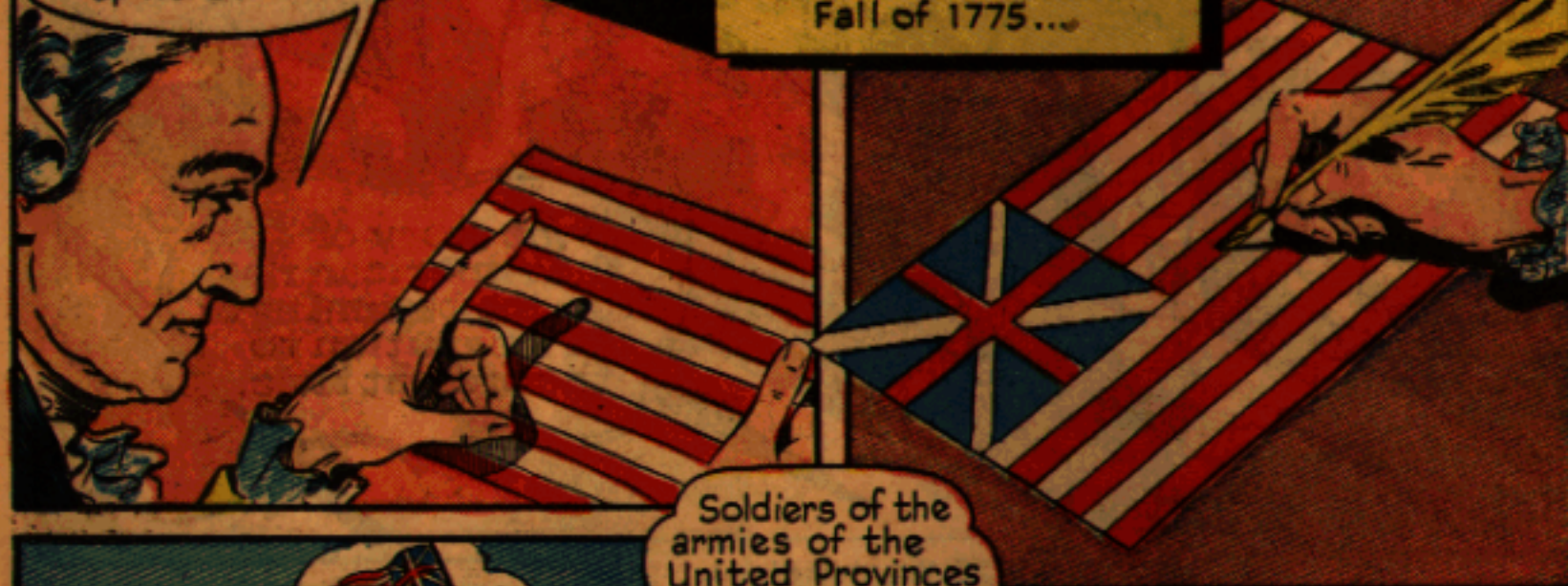
What would you suggest for a design?

Why not thirteen stripes to represent the thirteen Colonies?



It is too monotonous.. We need something up here!

*The "Grand Union Flag," designed by Washington and Franklin in the Fall of 1775...*



Soldiers of the armies of the United Provinces of North America: This is your flag!



January 1, 1776, Washington ordered that the "Grand Union Flag" be the official ensign of the Army.


Gentlemen, our Navy needs an official emblem. A warship not flying a recognized flag is a pirate!



**MEANTIME**.. in the Summer of 1775, John Paul Jones, meeting with the Marine Committee of Congress, pointed out:

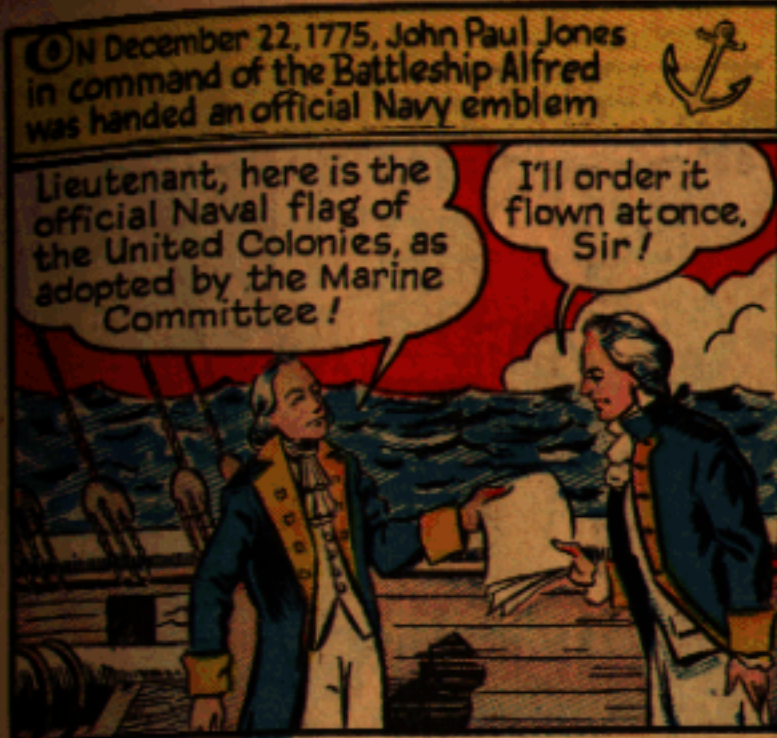


ON December 22, 1775, John Paul Jones in command of the Battleship Alfred was handed an official Navy emblem



Lieutenant, here is the official Naval flag of the United Colonies, as adopted by the Marine Committee!

I'll order it flown at once, Sir!



This was the Navy's Flag—quite different from the Army's

PHILADELPHIA ... early June, 1776 ... Washington conferred with a member of the Military Committee of Congress ...

If the Independence Resolution passes Congress, we shall need another flag!

The British Cross in our American Flag is out of place!



Will you present the question to Congress?

I'll be glad to! Have you a design in mind?



Some of my staff suggested we change the Army flag by putting stars on a blue field in place of the British Cross

Good! Let's have a flag made! I have a niece, Mistress Betsy Ross, who is an excellent needle-woman.



This is Betsy's house. Her husband, my nephew, was killed while working for the Military Committee.







INDEPENDENCE was declared July 4, 1776, but no action was taken on an official flag until June 14, 1777...



RESOLVED, that the flag of the United States of America be thirteen stripes, alternate red and white; that the union be thirteen stars in a blue field, representing a new constellation...



GENERAL WASHINGTON was notified of the adoption of a national flag ...

General Washington, the flag, as you and the Committee designed it, has been officially adopted!

We shall raise the flag at once!

THE STARS AND STRIPES were first officially flown at Bound Brook, N.J., June 15, 1777.

ON the Navy, John Paul Jones first flew the new flag over the U.S. Ship "The Ranger."

Aye, aye, Sir!

Break out her colors!

That's not our flag now! We've got a new one!

JULY, 1777 ... re-enforcements brought to Fort Stanwix the new flag, which was under fire for the first time ...

We must fly our new flag, but where will we get the cloth to make it?

You may have my blue cloak!

You may have my white shirt!

ON AUGUST 4-5-6, 1777, the Indians and the British attacked the Fort furiously ..



MORNING OF AUGUST 7 ...

I have come to arrange terms for your surrender!

We intend to defend this fort and that flag to the last man!



THE FLAG that flew over Ft. MCHenry, Md., in the War of 1812, and inspired the writing of "The Star-Spangled Banner," had fifteen stripes and fifteen stars ...



"Oh, say, can you see  
By the dawn's early light..."

IN 1818, when twenty states had been admitted to the Union ...

Mr. Chairman, if we keep adding stars and stripes to the flag with every new state -- the flag will lose its beauty ...



APRIL 4, 1818 ... Congress passed the following Act!

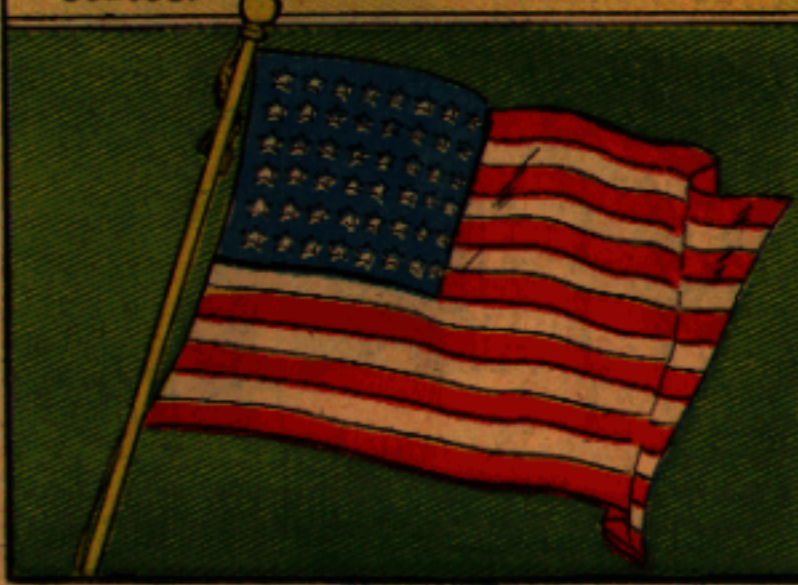


**RESOLVED** that:  
"From and after July 4th next, the flag of the United States be thirteen horizontal stripes, alternate red and white; that the union have twenty stars, white in a blue field.  
"That on the admission of every new state into the Union, one star be added to the union of the flag, and that such addition shall take effect on the fourth of July next succeeding such admission."

These were the thirteen original states!



TODAY, the flag has forty-eight stars, one for each state in the Union, and thirteen stripes to represent the thirteen original states.





NEVER use THE FLAG as a draped decoration  
... It should always HANG FREE!



WRONG!



RIGHT!

THE FLAG should be lowered and taken  
indoors at sundown ...

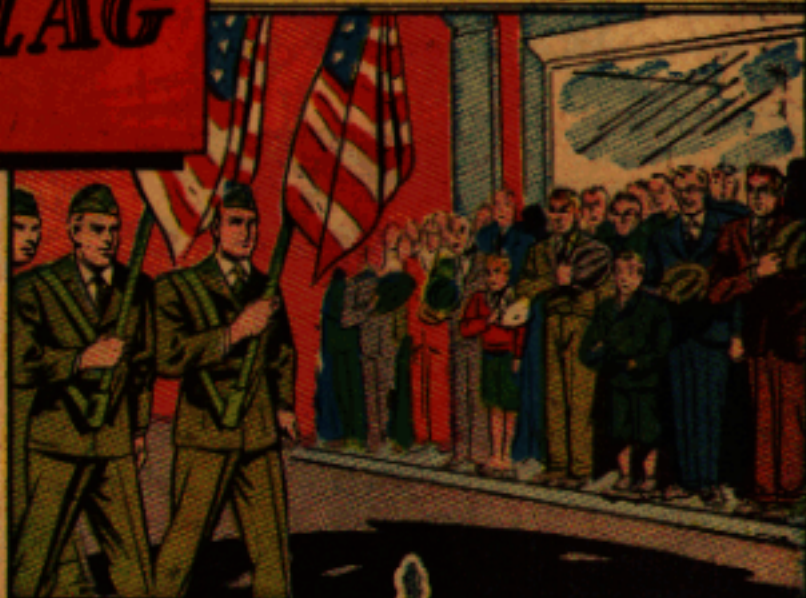


## Courtesy to the FLAG

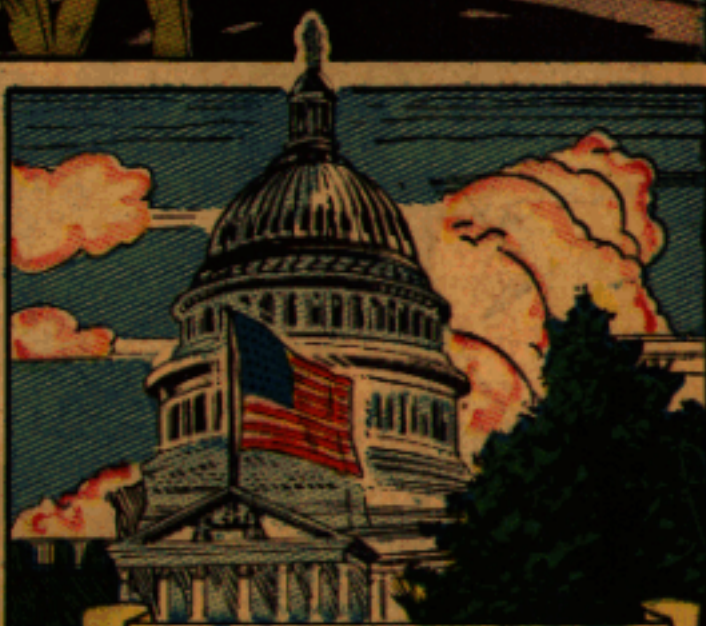
THE FLAG should never be allowed  
to touch the ground ...



MEN and boys should always  
lift their hats to the flag when  
carried by marching troops...



THE PROPER way to fly THE FLAG ...



"... Oh, long may it wave,  
O'er the land of the free  
And the home of the brave."





**CATBOAT.**  
ONE MAST, ONE FORE  
AND AFT SAIL



**BRIG.**  
TWO MASTS, SQUARE  
SAILS ON BOTH



**BARK.**  
THREE MASTS, SQUARE SAILS  
ON FORE AND MAINMASTS.  
FORE AND AFT ON  
MIZZENMAST.



**SCHOONER.**  
TWO OR MORE MASTS.  
ALL FORE AND AFT SAILS



**TOPSAIL SCHOONER.**  
SQUARE TOPSAILS ON FOREMAST,  
FORE AND AFT ON MAINMAST.



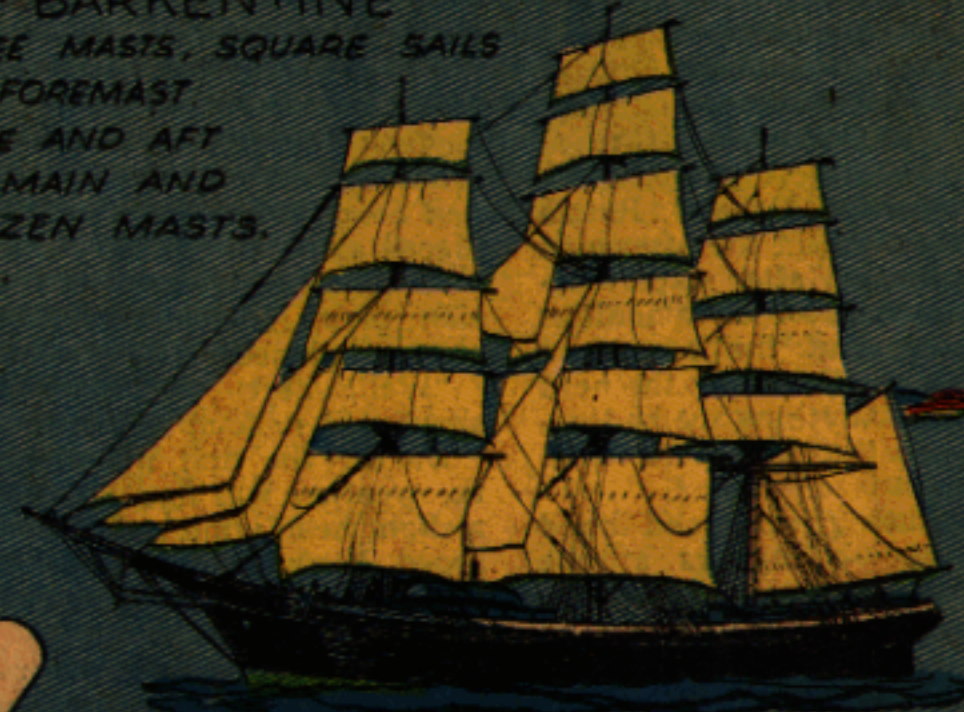
**SLOOP.**  
ONE MAST, JIB AND  
MAINSAIL



**BRIGANTINE.**  
TWO MASTS, SQUARE  
RIGGED ON FOREMAST ONLY  
THIS IS PROPERLY  
A HERMAPHRODITE  
BRIG, BUT ALMOST  
UNIVERSALLY  
CALLED BRIGANTINE.



**BARKENTINE.**  
THREE MASTS, SQUARE SAILS  
ON FOREMAST,  
FORE AND AFT  
ON MAIN AND  
MIZZEN MASTS.



**FULL RIGGED SHIP.**  
THE PERFECTION OF  
SAILING VESSELS  
THREE MASTS, SQUARE SAILS ON ALL

**"SAIL HO!"**  
How to recognize the  
many Sailing Ships  
By GORIN GRANT





**CATBOAT.**  
ONE MAST, ONE FORE  
AND AFT SAIL



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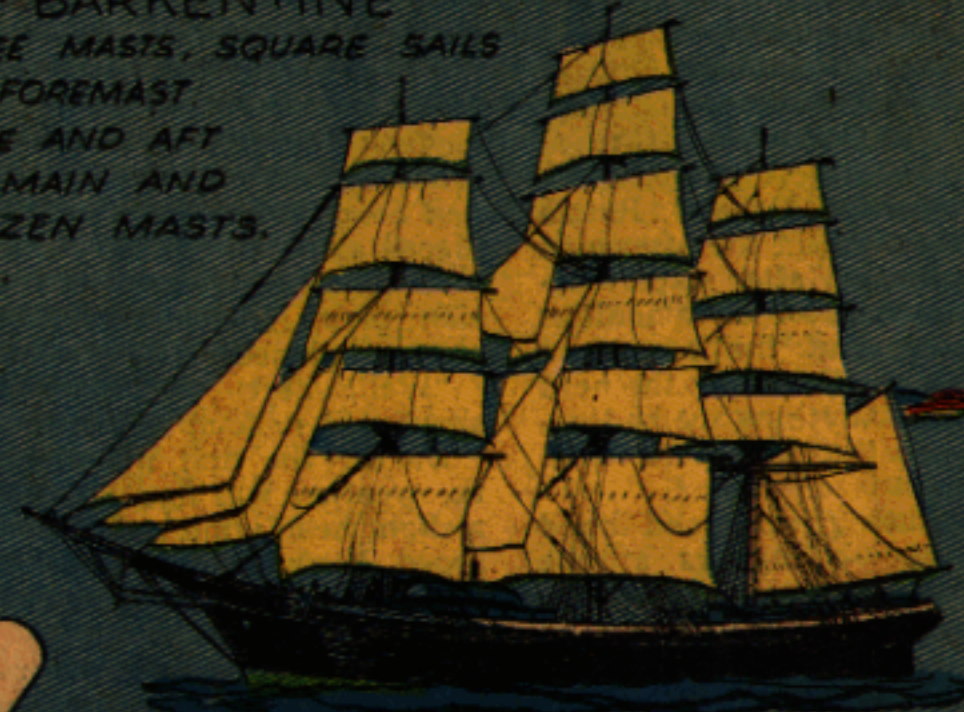
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# My Greatest Adventure

The experiences of a newspaper reporter on his record-breaking flight around the world.

By LINTON WELLS

Radio News-Analyst  
and Foreign Correspondent

I'VE gone through twenty wars and revolutions as a foreign correspondent. I've been shot three times and stabbed once. I've been in three airplane crashes. I've traveled over 2,000,000 miles, including twelve trips around the world. So you see, selecting one adventure and saying that it was my greatest becomes quite a difficult task.

If I must make a choice, I think I'll tell about an adventure I had back in 1926, when I broke the then existent record for circumnavigating the globe. My time was 26 days, 14 hours, 36 minutes and 5 seconds, a record that stood for 7 years.

After carefully planning every step of the trip, Edward S. Evans, a Detroit industrialist and I left New York City at 2:00 A.M., June 16, 1926.

We reached Moscow, Russia at five o'clock in the afternoon on June 23rd, after experiencing a good share of difficulties en route. But the hours we were to put in during the next day made anything we had experienced thus far seem small by comparison.

After being wine and dined by Moscow's bigwigs at the Grand Hotel (we paid the bill—\$500) Evans and I left for the airport at one o'clock in the morning to take off on the world's first flight to Omsk—2,000 miles away.

At the field we found a large crowd of officials and Red soldiers. Our pilot, Basil Kopuloff was ready and seemed unimpressed by the impending historic flight.



Linton Wells, C. B. S. news-analyst and foreign correspondent, is a veteran news reporter, who has circled the globe many times and traveled more than 2,000,000 miles in his hunt for news. He has had an exciting and adventurous life.

When everything was arranged to the satisfaction of a half-dozen inspectors, we took off at 1:48 A.M., June 24th. Our heavily loaded plane was capable of making one hundred miles an hour. Our tanks contained a fuel supply for just eleven hours under normal conditions. Emergency fields had been laid out and supplies placed along the route.

As we sped toward the Russian plain, Evans and I exchanged glances.

"Well, here we are!" he shouted. I nodded sleepily.

During the first nine hours the weather was fine, although a slight head wind reduced our speed. Visibility was good and we were able to get a bird's-eye view of the country.

Shortly before noon, we ran into a heavy rain storm and began to buck stronger winds. We were now in the mountains and the scudding mist below blackened out for minutes at a time all view of the ground. I rather preferred it that way, because from what I had seen it was evident that a jaybird

could not have landed anywhere in the vicinity without breaking a leg. Nowhere was there a sign of human habitation—only steep, tree covered hills rising from narrow valleys, the bottoms of which could barely be distinguished.

"We must be pretty near Krasnoufimsk," Evans remarked at twelve twenty.

"Just about," I agreed, wondering about the eleven hour gas supply in the tanks and mentally calculating that almost ten hours and a half had elapsed since we departed from Moscow.

A few minutes later we were in the midst of a terrific storm. Shafts of lightning flashed by. Above the roar of the engine we heard thunderclaps. The cabin windows were streaked with water. Through the down-pour we could hardly see the wingtips. I saw Kopuloff peering over the sides of the cockpit and getting soaked to his skin.

"I don't think he knows where he is," Evans observed about twelve thirty-five.

That conclusion had been forced on me several minutes before, but I simply said, "It looks that way."

"How much gas did we have?" Evans asked about two minutes later.

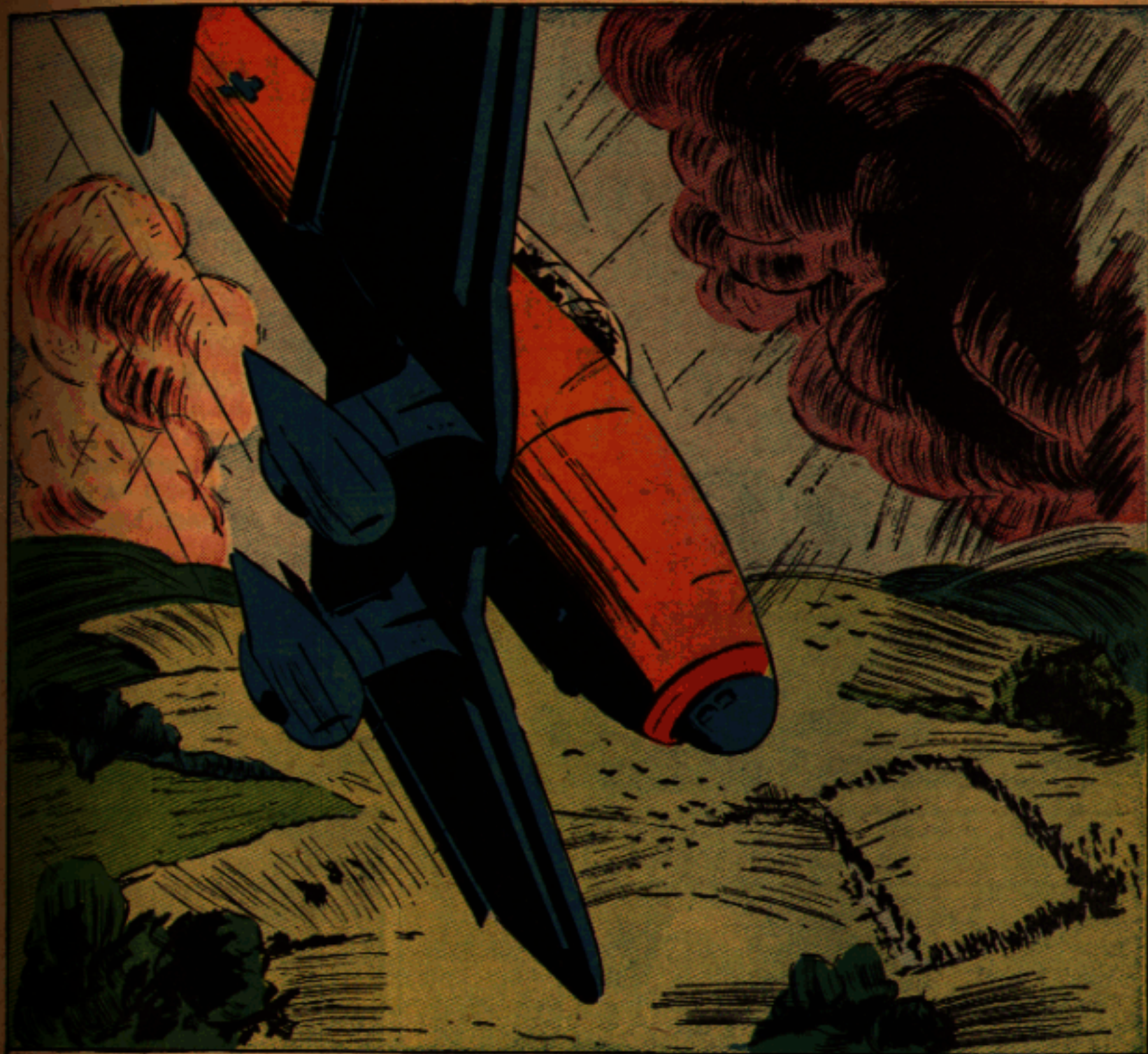
"Eleven hours," I replied.

"We've been out ten hours and thirty-nine minutes," he answered glancing at his watch.

"Well, a lot can happen in twenty-one minutes," I said with an assurance I did not feel.

Suddenly Evans was thrown against me and I against the fuel tank as Kopuloff went into a vertical bank and swerved sharply to the left. Through the water-stained windows almost above me I caught a glimpse of foliage. We were flying almost blind through a narrow valley and it had curved. Kopuloff had escaped crashing head on into a





... We swooped down and suddenly the fence seemed to fall apart and run in all directions.

mountain by his vigilance and skillful piloting.

"I don't like this," Evans said when we had unscrambled ourselves.

"Neither do I," I said "but it's not going to do us any good to worry about it. If we have to pile into one of these mountains, let's hope Kopuloff does a good job of it."

The ship nosed down slightly and we saw Kopuloff pointing. Ignoring the rain, we opened our windows and looked out. A mile or so ahead was a small village and within a minute we were above it and flying on toward an open area just visi-

ble beyond the few buildings.

"That must be the landing field," I said.

"Funniest looking one I ever saw," Evans commented. "It's got a fence around it."

"Darned if it hasn't," I agreed.

We swooped down and suddenly the fence seemed to fall apart and run in all directions. And then memory recalled another landing two years before in a sandstorm at Multan, India, thousands of miles away, when hundreds of Punjabi soldiers had marked the outlines of an airdrome with their bodies, to guide the pilot.

That was understandable, for those soldiers were accustomed to aircraft landings under difficult weather conditions. But as we learned later, only two persons at Krasnoufinsk had ever seen an airplane before, and even they could not explain what prompted the people to form a human fence around the field in order to make it visible through the storm and mist.

Kopuloff circled once and at 12:50 P.M. set the Junker onto the surface of a shallow lake. The gas tank contained just three gallons of gas—enough for nine more minutes of flying!



# UNSUNG HEROES

## JOHN WEATHERBY BLOCKADE BREAKER OF 1812



DURING THE WAR OF 1812, THE BRITISH ARMED A SMALL CLIPPER, AND IN 2 MONTHS TOOK 33 AMERICAN MERCHANT VESSELS TRYING TO ENTER NEW YORK HARBOR. LIEUT. JOHN WEATHERBY, U.S. NAVY, DETERMINED TO CAPTURE THE CLIPPER.

LIEUTENANT WEATHERBY WATCHED THE CAPTURE OF AN AMERICAN SHIP OFF SANDY HOOK, N.Y...

IF WE COULD ONLY CAPTURE OR SINK THAT BRITISH CLIPPER... I HAVE AN IDEA!



HE SAW THE 33RD AMERICAN MERCHANT SHIP FALL PREY TO THE SWIFT LITTLE BRITISH CLIPPER.



LIEUTENANT WEATHERBY HAD A PLAN TO TRAP THE CLIPPER. HE HURRIED TO TELL HIS FRIEND, FRANK, ABOUT IT.

-AND, FRANK, IF YOU CAN TALK LIKE A YANKEE, WE MAY DO IT!



"WAL, I FIGURE SOONS I ROUND UP A CREW, AN' THEM DUCKS," DOES THAT SOUND LIKE A YANKEE, SIR?

A CREW OF 50 AMERICAN SEAMEN WERE ROUNDED UP.

I WILL TELL YOU MY PLAN- AFTER WE SAIL!

JUST SO LONG AS IT GETS THAT BRITISH PIRATE, WE'RE WILLIN'.





THE NEXT MORNING, LIEUT. WEATHERBY, AND HIS FRIEND PLACED A CARGO OF DUCKS ABOARD A SLOOP, DISGUISED THEMSELVES AND SAILED FOR NEW YORK.

WHEN WE SIGHT THE BRITISHER, PRETEND TO BE AFRAID, FRANK.

AYE, AYE, LIEUT. WEATHERBY!

LET'S HOPE THE BRITISH HAVE SWALLOWED OUR BAIT! HERE COMES THE CLIPPER! NO MATTER WHAT I SAY, KEEP HAULING THAT JIB! WE'LL TRY TO RAM HER!

AYE, SIR! I KNOW!

ONLY WEATHERBY AND HIS FRIEND SHOWED THEMSELVES ABOARD THE SLOOP.

AND, ABOARD THE FEARED BRITISH CLIPPER.

SAIL, HO!

I SEE IT! A YANKEE COASTER, WITH A CARGO OF DUCKS!

GIVE CHASE! I COULD USE A GOOD DUCK DINNER!

GOOD WORK, FRANK! YOU MEN BELOW, GET READY!

THIS IS WHAT THE BRITISH CAPTAIN SAW.

HEAVE TO!

DON'T SHOOT! FRANK, LET LOOSE THAT THERE SAIL!

HEAVE TO, YANKEE, OR YOU'LL RAM US!

LET LOOSE THAT SAIL, FRANK!

AND NOW, HARD OVER WITH THE HELM!





LIEUT. WEATHERBY'S SLOOP  
RAMMED THE BRITISH CLIPPER.

AS WEATHERBY HAD  
PLANNED, THE SLOOP  
SWUNG BROADSIDE  
INTO THE CLIPPER



YOU MEN, BELOW! UP ON DECK, AND  
BOARD THE BRITISHER!



50 MEN, ARMED TO THE TEETH, SWARMED  
FROM THE HOLD, AND, LED BY WEATHERBY—  
LEAPED ONTO THE BRITISH CLIPPER'S DECK.



—AND NOT ONE SHOT WAS FIRED!

STRIKE DOWN THE  
BRITISH, MATES!

WE SURRENDER!  
YOU YANKEES HAVE  
OUTWITTED US!



JUST 6 HOURS AND 27 MINUTES AFTER SAILING, THE  
UNSUNG HERO, LIEUT. WEATHERBY, BROUGHT THE  
CAPTURED CLIPPER INTO NEW YORK HARBOR.



P.S. THE BRITISH DID NOT HAVE DUCK DINNER.



# Heroine of the White House

Dolly Payne Madison, wife of the fourth President of the United States, by her acts during the War of 1812, earned everlasting fame as one of the outstanding heroines of American history.

Dolly  
Madison  
1768-1849



During the War of 1812 the British prepared to attack Washington.

The British have landed 5,000 men near the Capital, Sir! Fifty ships are anchored in the Potomac River.

Oh, Lawd, have mercy!



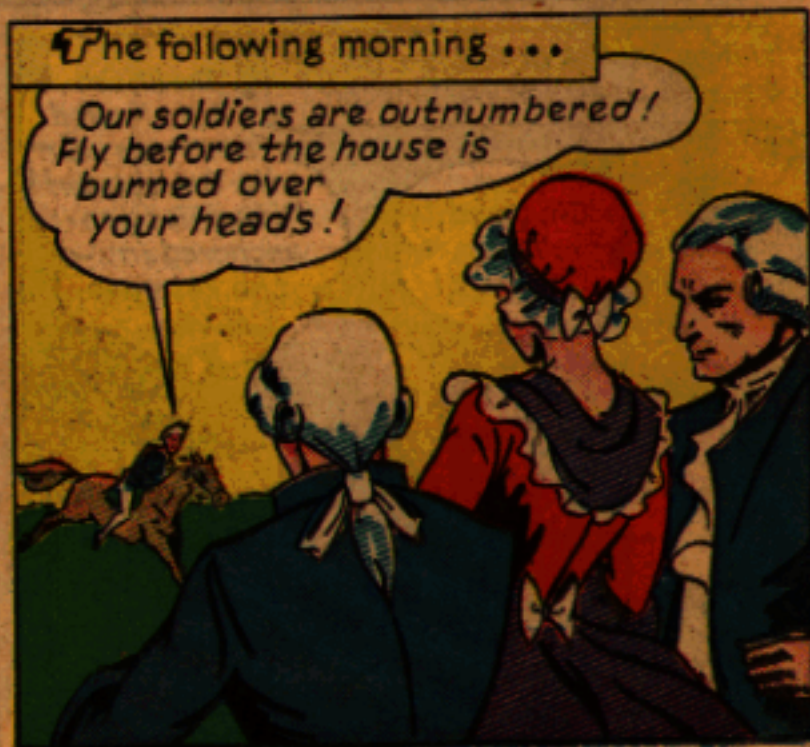
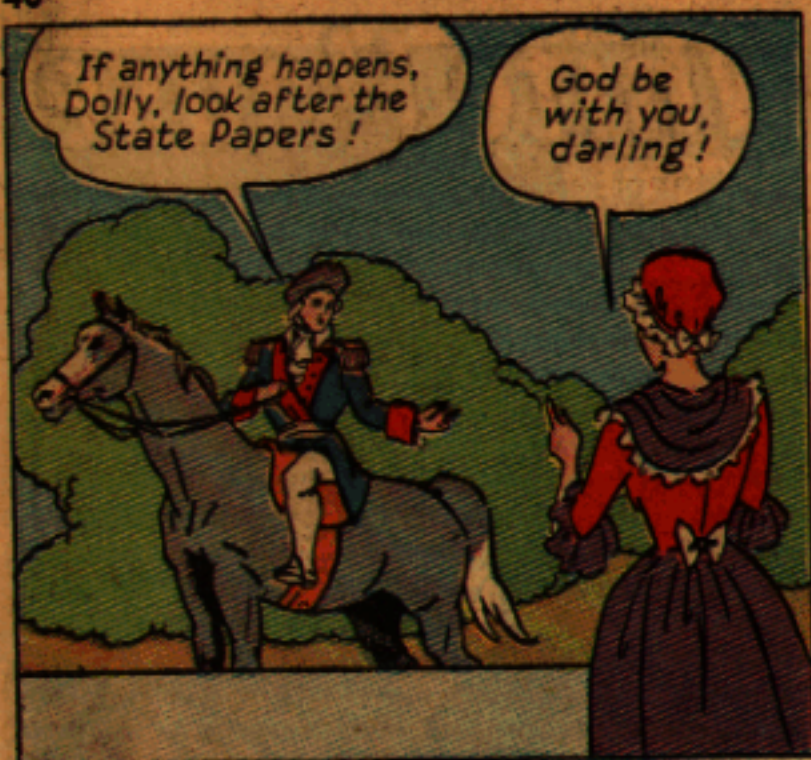
President James Madison left the White House to join the soldiers and citizens defending the city. Dolly, the President's wife, was left in charge at home.

Have you the courage to stay here until you hear from me, Dolly?

I'm not afraid, James.









Hurry, Dolly, Hurry!

Oh, goodness! I forgot!  
The Gilbert Stuart  
portrait of  
Washington!  
I must  
get it!

There's no  
time to lose.  
Get an ax and  
break the  
frame!

It is screwed to  
the wall,  
Ma'am.

It will be easier to keep it  
in a place of safety rolled up  
instead of in that heavy  
frame.

I've got it! Now the  
British cannot  
destroy it.

Oh,  
hurry,  
Dolly!

I must be losing my  
mind! I forgot the  
Declaration of  
Independence.. in  
the glass case.

There  
isn't  
time!

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TC4



Once more Dolly dashed back into the house to rescue one of the nation's prized possessions.

I don't know where the key is!  
Just break the glass! And hurry!



I've nearly died of anxiety  
but I'll forgive you, Dolly.  
You're wonderful!



Do you  
hear it!

Yes, the sound  
of British troops!  
They are in Washington!



Dolly and her friends left  
Washington none too soon.

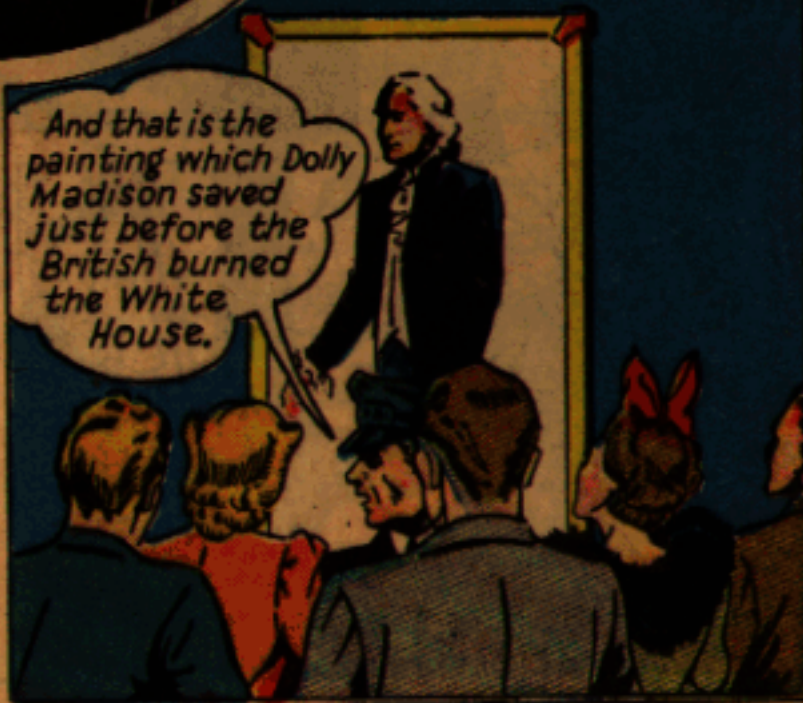
There goes the  
Capitol of our  
country!

We'll build  
another! Nothing  
will ever stop  
us!



After the War of 1812,  
the White House was re-  
built. Preserved in it  
for all time are the  
precious heritages of a  
free nation which Dolly  
Madison so bravely saved.

And that is the  
painting which Dolly  
Madison saved  
just before the  
British burned  
the White  
House.



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# CHINESE HERO No. 1

## CHIANG KAI-SHEK

### GENERALISSIMO OF THE CHINESE NATIONALIST ARMY

Part II:

*IN OUR LAST ISSUE*

WE PRESENTED THE EARLY LIFE OF GENERALISSIMO CHIANG KAI-SHEK; HIS STRUGGLES TO BECOME A SOLDIER AND THE MANNER IN WHICH HE JOINED DR. SUN'S PEOPLE'S PARTY OF CHINA. WHEN THE PRESIDENT OF CHINA TRIED TO MAKE HIMSELF EMPEROR, DR. SUN, CHIANG KAI-SHEK, AND THEIR FOLLOWERS REVOLTED. THEY WERE UNSUCCESSFUL IN THEIR ATTEMPT TO OVERTHROW THE PRESIDENT AND WERE FORCED TO FLEE TO JAPAN.

NOW CONTINUE WITH THE STORY OF THE MAN WHO IS TO-DAY CHINA'S OUTSTANDING LEADER...



AH! MORE FUNDS  
FOR MY TREASURY.

CHIANG KAI-SHEK AND THE  
OTHER REVOLUTIONARY LEAD-  
ERS RETURNED TO CHINA AND  
FOUND THE COUNTRY IN THE  
HANDS OF LOCAL WAR LORDS.

THE PEOPLE WERE BEING  
HEAVILY TAXED.







THE WARLORDS WERE BUILDING UP ARMIES TO INCREASE THEIR POWER.



EVERYWHERE THERE WAS CIVIL WAR AND DISORDER.



DR. SUN THEN SAW THAT THE REVOLUTION OF 1911 HAD BEEN UNDERSTOOD BY VERY FEW PEOPLE. HE SET OUT TO EDUCATE THE MASSES IN REPUBLICANISM.



CHIANG WORKED HARD FOR THE PEOPLE'S PARTY, BUT COULD BARELY SUPPORT HIS FAMILY.



CHIANG WAS TOO PROUD TO APPEAL TO WEALTHY FRIENDS FOR HELP.



IN 1916, A REPORTER DISCOVERED CHIANG WORKING AS A CLERK IN A SHANGHAI BROKERAGE OFFICE.



AS A RESULT OF THE NEWSPAPERMAN'S STORY, MANY WEALTHY FRIENDS OF CHIANG'S BROUGHT THEIR ACCOUNTS TO HIM. THREE YEARS LATER, HE BECAME A STOCK BROKER.





DURING WORLD WAR NO. 1, A CLEVER MAN COULD GET RICH ON THE STOCK MARKET.



CHIANG STUDIED THE MARKET CAREFULLY AND MADE A FORTUNE WITHIN A YEAR. HE GAVE LARGE SUMS OF MONEY TO DR. SUN'S PEOPLE'S PARTY.



IN THE CRASH OF THE STOCK MARKET IN 1920, HE LOST HIS ENTIRE FORTUNE AND HIS FIRM FAILED.



FRIENDS SAVED HIM FROM BANKRUPTCY.



THE WARLORD FROM CANTON PROVINCE JOINED THE PEOPLE'S PARTY, BUT DR. SUN DID NOT TRUST HIM, AND ASKED CHIANG KAI-SHEK TO JOIN THE CANTONESE ARMY.



CHIANG SOON BECAME ONE OF DR. SUN'S CLOSEST ADVISORS.





AT THIS TIME HE MET MEI-LING SOONG, WHO HAD BEEN EDUCATED IN THE UNITED STATES AND HAD WESTERN IDEAS. SHE WAS THE BRILLIANT SISTER OF DR. SUN'S WIFE.



CHIANG FELL IN LOVE WITH HER. HE COURTED HER FOR SIX YEARS.



CHIANG DIVORCED HIS WIFE WHOM HE HAD NOT SEEN FOR MANY YEARS.



THEN HE SPOKE TO OLD MADAM SOONG, THE HEAD OF THE FAMILY.



IN THE MEANTIME, CHIANG SAW TROUBLE COMING FROM THE CANTONESE WARLORD, AND WARNED DR. SUN.





DR. SUN REFUSED TO FLEE.



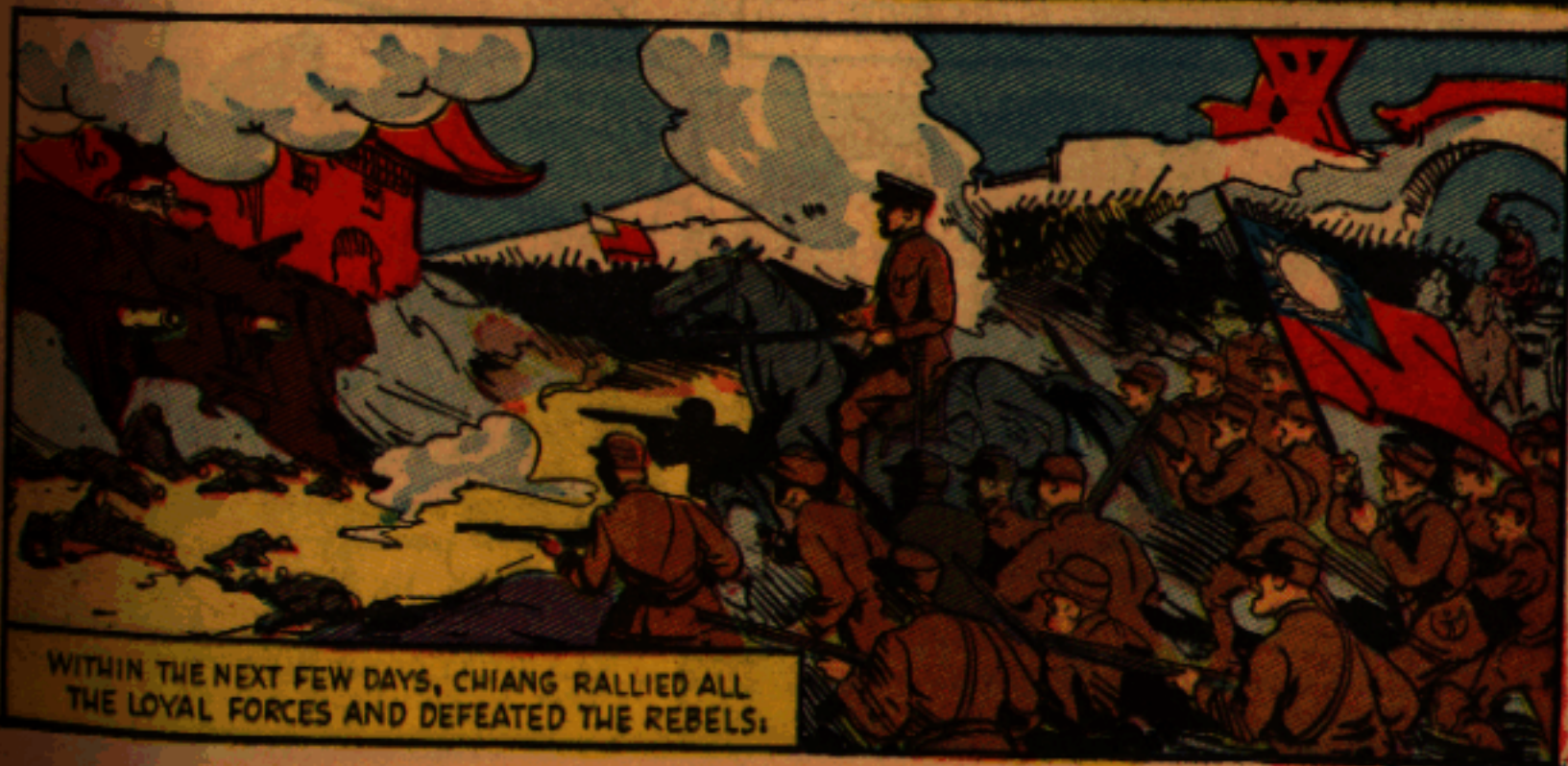
SOON DR. SUN'S HOUSE WAS SURROUNDED BY THE REBELS.



CHIANG FOUGHT HIS WAY THROUGH THE REBELS AND RESCUED DR. SUN AND HIS FAMILY.



CHIANG SAW THEM SAFELY ON BOARD A GUN BOAT.



WITHIN THE NEXT FEW DAYS, CHIANG RALLIED ALL THE LOYAL FORCES AND DEFEATED THE REBELS.





FOLLOWING AN ALLIANCE MADE WITH RUSSIA, CHIANG WENT TO THE SOVIET NATION TO STUDY THEIR MILITARY METHODS.



WHY DO THEY HELP CHINA?  
THEY ARE NOT REALLY  
OUR FRIENDS.

GRATEFUL FOR THEIR AID, BUT NOT TRUSTING  
THEIR MOTIVES, HE RETURNED TO CHINA.



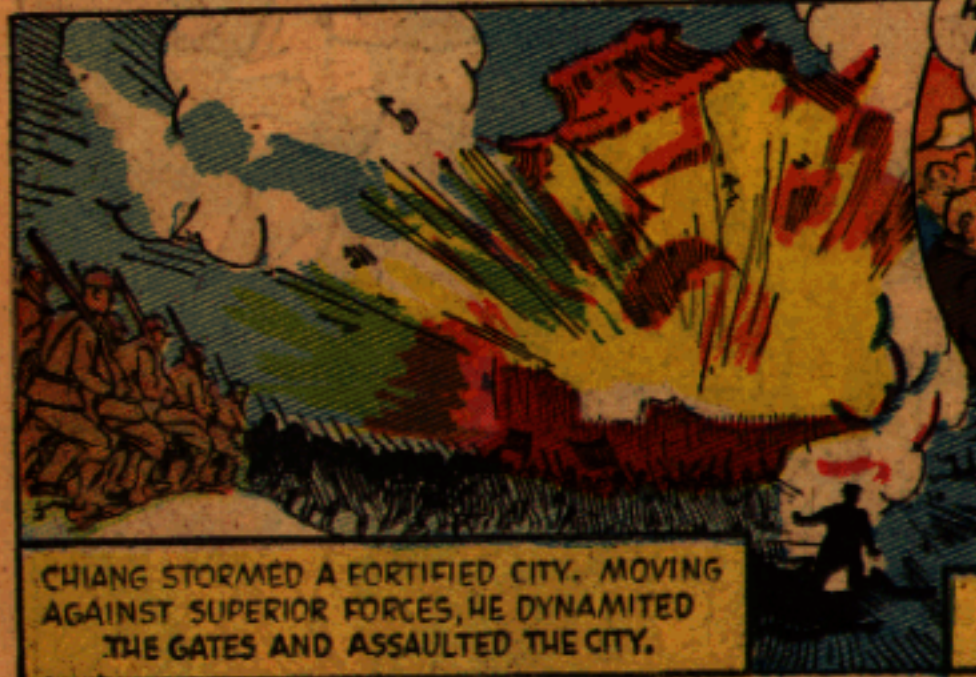
A GOOD ARMY MUST BE LED  
BY STRONG AND EFFICIENT  
OFFICERS!

WE ARE BEGINNING  
TO BUILD A  
WONDER-  
FUL  
TRADI-  
TION  
FOR  
OUR-  
SELVES

SOON AFTER IT WAS FOUNDED, 500 CADETS OF THE  
ACADEMY DEFENDED THE PROVINCE AGAINST 3000  
ARMED MEN OF AN INVADING WARLORD

WE HAVE CAPTURED  
ENOUGH GUNS FOR A  
REGIMENT

HE THEN FOUNDED AN OFFICERS' TRAINING SCHOOL,  
WHAMPOA ACADEMY, TO TRAIN MEN FOR THE NATIONALIST ARMY.



CHIANG STORMED A FORTIFIED CITY. MOVING  
AGAINST SUPERIOR FORCES, HE DYNAMITED  
THE GATES AND ASSAULTED THE CITY.



HAIL CHIANG  
KAI-SHEK!  
HAIL!

WE WANT TO JOIN  
YOUR ARMY!

AS A RESULT OF THIS DARING MILITARY  
FEAT, ALL CHINA RANG WITH HIS DEEDS.







THEN CAME THE JAPANESE INVASION OF MANCHURIA.



CHIANG KEPT AN EYE  
ON THE INVADERS.



THE PEOPLE SHOUTED FOR WAR AGAINST  
THE JAPANESE.



BUT CHIANG DID NOTHING ABOUT THE INVASION,  
ALTHOUGH AT THIS TIME HE BEGAN TO BUILD  
UP HIS ARMY AND AIR FORCE.





HOWEVER A YOUNG MANCHURIAN WAR-LORD, CHANG HSUEH-LING, WHO WAS KNOWN AS THE "YOUNG MARSHAL," WAGED WAR AGAINST THE INVADING JAPANESE.



CHANG HSUEH-LING, FORCED BACK BY THE JAPANESE ADVANCE, RETREATED SOUTH OF THE GREAT WALL. HE OFFERED HIS SERVICES TO CHIANG KAI-SHEK, WHO ORDERED HIM TO FIGHT THE COMMUNISTS.



HOWEVER, CHANG HSUEH-LING WANTED TO FIGHT THE JAPANESE. CHIANG FLEW TO THE "YOUNG MARSHAL'S" CAMP TO LEARN WHY HE WAS NOT CARRYING OUT ORDERS.

THAT NIGHT CHIANG KAI-SHEK WAS ATTACKED BY THE "YOUNG MARSHAL'S" MEN. - HE ESCAPED, AND HID IN A CAVE BACK OF THE CAMP.



WHY! THE GENERALISSIMO IS THE GREATEST PATRIOT CHINA HAS!

THE "YOUNG MARSHAL" READ CHIANG KAI-SHEK'S DIARY. FOR THE FIRST TIME HE REALIZED THAT CHIANG WANTED TO DEFEAT THE COMMUNISTS FIRST, THEN UNITE ALL OF CHINA TO FIGHT AGAINST JAPAN.

CHIANG KAI-SHEK WAS CAPTURED THE NEXT MORNING AND HELD PRISONER, BUT HE WAS TREATED WITH GREAT RESPECT.







IT IS NO USE. MY HUSBAND MUST DO WHAT HE BELIEVES TO BE RIGHT.

THE "KIDNAPPING" OF CHIANG KAI-SHEK, BECAME A NATIONAL AND INTERNATIONAL INCIDENT. IN AN EFFORT TO SAVE HIS LIFE, HIS WIFE FLEW TO HIS CAPTOR, WHO PLEADED WITH HER TO GET CHIANG TO CALL OFF THE CIVIL WAR.



FINALLY, THE "YOUNG MARSHAL" GAVE IN AND FLEW BACK TO NANKING AS CHIANG'S PRISONER.



JAPAN'S UNDECLARED WAR AGAINST CHINA HAS BEEN GOING ON FOR FOUR YEARS. CHINESE CITIES HAVE BEEN BOMBED. CHINA IS PUTTING UP AN INCREASING RESISTANCE.

AT LAST, CHINA WAS UNITED TO FIGHT AGAINST A COMMON ENEMY. FACTORIES, UNIVERSITIES, HOSPITALS AND SCHOOLS WERE MOVED INTO THE INTERIOR. GUERRILLA WARFARE MADE JAPANESE ADVANCES ALMOST IMPOSSIBLE.



UNDER THE ABLE LEADERSHIP OF GENERALISSIMO CHIANG KAI-SHEK, CHINA IS DETERMINED, IN TIME, TO DRIVE THE JAPANESE OUT OF CHINA!



# BUILDER of CANADA



Alexander  
Mackenzie  
1764-1820



## ALEXANDER MACKENZIE

Fur trader and explorer extraordinary ... Others dreamed of The Northwest Passage through Canada to the Pacific, but the fearless Mackenzie acted.... And in failure he found success!

Our 6,000 pelts should bring fine price, Mr. Mackenzie.

Aye. We'll reach Grand Portage by morning, Pierre.



1788 ...

The annual fur-trading parliament at Grand Portage, Canada, drew thousands of trappers with their precious cargoes. Mackenzie was head of a distant trading post.

INDIANS, TOO, travelled hundreds of miles to sell their furs ...

Tomorrow we make trade with rich white merchants again ... Good!





THE long journey done, Mackenzie shook hands with Simon MacTavish, wealthy Montreal merchant.



THE trading done, there was a big celebration ...



Why don't you make merry with the rest of us, man?



Mackenzie outlined his plan...



There is no such thing, man! Better men than you have tried and failed!



We know not what great riches lie beyond.







I'm for it!

It's worth a chance!

We could claim the Pacific Coast for Canada!



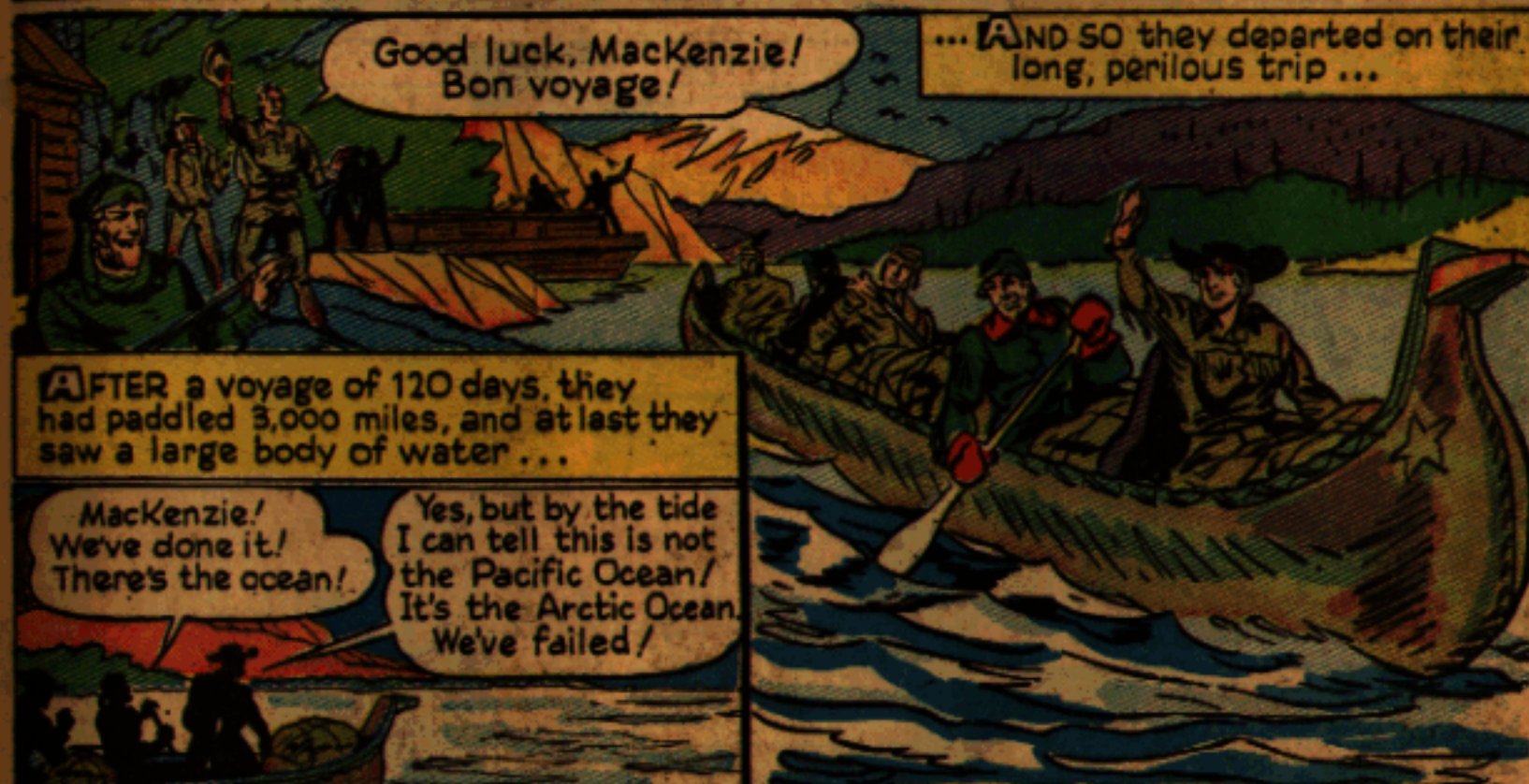
Back at his trading post, Mackenzie enlisted the help of Indian guides...



Then your sons will guide me, Chief?

They have my permission, though it is a dangerous journey!

DESPITE MacTavish's opposition, Mackenzie won!



Good luck, Mackenzie!  
Bon voyage!

... AND SO they departed on their long, perilous trip ...

AFTER a voyage of 120 days, they had paddled 3,000 miles, and at last they saw a large body of water ...

Mackenzie!  
We've done it!  
There's the ocean!

Yes, but by the tide I can tell this is not the Pacific Ocean!  
It's the Arctic Ocean.  
We've failed!

I'll name this river we've travelled up -- Disappointment River!

I have a hunch some day it will be named after you, Mackenzie!

AND Mackenzie's friend was right, for the great river now bears his name ...



THEIR DISAPPOINTMENT was great!



THOUGH disappointed, Mackenzie was not discouraged.

I'll try again, this time overland. I must find the Pacific, but first I'm going to England to study mathematics and navigation...



AND SO Mackenzie sailed to England where he studied for a year.

... WHEN HE RETURNED he was better prepared to make the journey through the unknown wilderness.

Welcome back!

Now I'm ready to go... Are you with me?



SO... Once again, Mackenzie set out to reach his goal, going down the Peace River...



When you come to fork in river, take the north fork...

Look out!

Rocks ahead!



BUT the Peace River was not so peaceful!

It's too dangerous, Mr. Mackenzie... We shall all be killed!

So... you are afraid!



I say we ought to turn back!

It may be worse yet, ahead, Mr. Mackenzie!

You would desert me!



THOUGH they reached the shore safely -- the men objected to going on...

Mackenzie was faced with rebellion...



NOT wanting to risk the lives of his men, though unafraid for himself, Mackenzie sent out two scouts --

Go out and find Indians who know the dangers of the river ahead!



THE SCOUTS returned with the Indians --

Cannot go much farther with canoe! Get killed in rapids!



THEY pressed through the wilderness --

I knew you men wouldn't desert me! ... On to the Pacific!

There will be more danger ahead, but we'll stick with you!



AFTER weeks of marching, they found a friendly tribe of Indians --

We seek the Great Ocean... Can you help us?

Many moons' journey -- but I give you guides and a map!



AT LAST... After a long journey they reached another roaring river... but their guides dared go no farther.

We go this far only. You go alone!

Thanks. We'll take our chances!



--- ONCE AGAIN, misfortune befell them in the dangerous rapids --





**THE HARDSHIPS** seemed too much ...



The canoe is beyond repair!

We have no bullets! How can we shoot game? We must eat!

We have some small shot we can melt into bullets. When we come to birch trees, we can make a canoe from the bark.

**THE OTHERS** pointed out the difficulties, but Mackenzie had ready answers ...

**AND SO** Mackenzie's cleverness and courage once more spurred on his men!



**THEIR TRIALS** were not yet over, but, driven on by new-found courage, they at last reached their hard-won goal ...



**THE END** of the FIRST OVERLAND JOURNEY to the Pacific, north of Mexico!



**An historic inscription** marking the success of a thrilling and courageous expedition by a GREAT EXPLORER AND PIONEER ...





# FRONTIER FIGHTERS

CAPTAIN JOHN CHARLES FREMONT WAS CALLED "THE PATHFINDER" BECAUSE HE HELPED TO BREAK NEW TRAILS TO THE LANDS IN THE WEST. FIGHTING AGAINST GREAT ODDS HE FORCED THE MEXICANS IN CALIFORNIA TO SURRENDER AND MADE THAT TERRITORY PART OF THE UNITED STATES. IT IS WITH THIS ADVENTURE THAT THIS STORY DEALS.

CAPTAIN JOHN CHARLES FREMONT 1813-1890.

MAP OF FREMONT'S EXPLORATIONS IN THE WEST



BEFORE 1845, CALIFORNIA BELONGED TO MEXICO. AMERICANS WERE BADLY TREATED THERE.

COME, FATHER, BEFORE HE KILLS US ALL. WE'LL GET ALONG SOMEHOW.

OFF THE LAND, AMERICANO. YOU HAVE NO RIGHTS HERE.

BUT WE BOUGHT THIS LAND.



UNDER UNITED STATES GOVERNMENT ORDERS, CAPTAIN FREMONT LED AN EXPEDITION TO CALIFORNIA. HE WAS GUIDED BY HIS OLD FRIEND, KIT CARSON...

IT'S GOOD TO BE IN THE SADDLE AGAIN, ISN'T IT, CARSON?

IT SURE IS, CAPTAIN FREMONT.





CAPTAIN FREMONT ARRIVED IN CALIFORNIA AND CALLED ON THE MEXICAN GOVERNOR..

I HAVE 60 MEN WITH ME, GOVERNOR. WE'RE ON A SCIENTIFIC EXPEDITION. YOU HAVE MY PERMISSION TO GO AHEAD WITH YOUR EXPLORATIONS.



THE PACIFIC OCEAN! LOOK AT IT, CARSON. IT'S GRAND.

IT'S GREAT, CAPTAIN.



HALT! YOU CANNOT GO AHEAD.

WHAT'S THE MEANING OF THIS? WE HAVE THE GOVERNOR'S PERMISSION TO EXPLORE THIS LAND.

THE MEXICAN GOVERNOR BECAME SUSPICIOUS OF CAPTAIN FREMONT'S MISSION...

THE GOVERNOR HAS CHANGED HIS MIND. HE BELIEVES YOU ARE HERE TO MAKE TROUBLE. IF YOU DO NOT LEAVE WITHIN 24 HOURS, I SHALL RETURN WITH ENOUGH MEN TO DRIVE YOU OUT. ADIOS.



MEN, IT'S UP TO YOU. DO WE STAY AND, IF NECESSARY FIGHT, OR SHALL WE TURN AND RUN LIKE WHIPPED DOGS?

FIGHT 'EM.

RIGHT, WE'LL STAY.



CAPTAIN FREMONT FORTIFIED A HILL AND WAITED FOR THE MEXICAN ATTACK

THIS IS THE THIRD TIME THE MEXICANS STARTED UP THE HILL TO ATTACK US AND TURNED BACK.

GUESS THEY DON'T WANT TO FIGHT.







WELL, WE'VE BEEN HERE FOR THREE DAYS AND NOTHING HAS HAPPENED. I THINK WE CAN MOVE ON.

VERY WELL, CAPTAIN. I GUESS WE SHOWED THE MEXICANS THAT WE'RE NOT FOOLING.

YES, AND THE STARS AND STRIPES FLEW OVER CALIFORNIA.

THE MEXICANS FAILED TO ATTACK AND CAPTAIN FREMONT DECIDED TO BREAK CAMP...



SEVERAL DAYS LATER...

WHERE IS CAPTAIN FREMONT? I HAVE AN IMPORTANT MESSAGE FOR HIM.

I AM CAPTAIN FREMONT. COME INTO MY TENT.



I AM LIEUTENANT GILLESPIE OF THE UNITED STATES NAVY. OUR COUNTRY IS AT WAR WITH MEXICO. YOU ARE TO AID IN WINNING CALIFORNIA FOR THE UNITED STATES.

AS AN OFFICER I AM PROUD THAT THIS HONOR HAS FALLEN ON ME, LIEUTENANT.



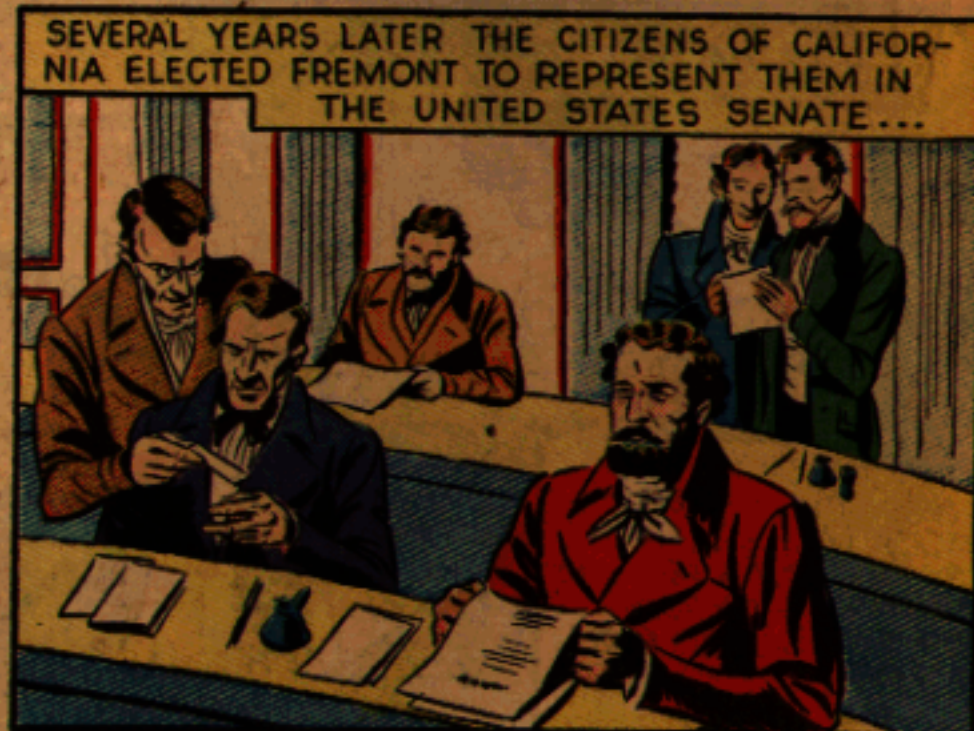
AND NOW WE RAISE THE FLAG OF THE CALIFORNIA REPUBLIC AND DECLARE OUR FREEDOM FROM MEXICO.

HOORAY FOR THE REPUBLIC OF CALIFORNIA.

MEANWHILE AMERICAN SETTLERS TOOK MATTERS INTO THEIR OWN HANDS. THEY SET UP THEIR OWN GOVERNMENT AND ARRESTED THE MEXICAN OFFICIALS.

THE FLAG OF THE NEW REPUBLIC.

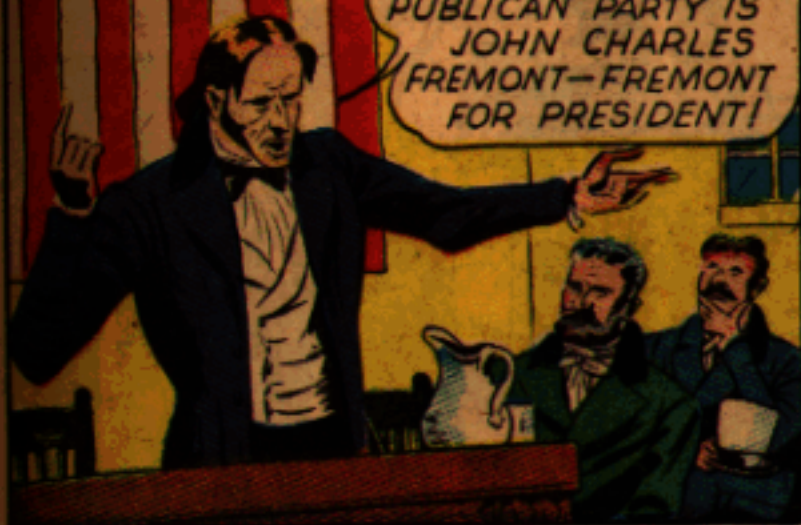






IN 1856, HE WAS NOMINATED FOR THE PRESIDENCY OF THE UNITED STATES.

AND THE ONLY MAN TO BEAR THE BANNER OF THIS NEW REPUBLICAN PARTY IS JOHN CHARLES FREMONT—FREMONT FOR PRESIDENT!



I SAY SLAVERY MUST GO IN THE UNITED STATES. WE MUST FIGHT IT NOW OR WE SHALL HAVE TO FIGHT IT LATER!

HE CONDUCTED A STRONG CAMPAIGN.

RIGHT! DOWN WITH SLAVERY!

FREMONT FOR PRESIDENT



WELL, IT LOOKS AS THOUGH THE ELECTION IS OVER.

GUESS WE REPUBLICANS WILL HAVE TO WAIT UNTIL THE NEXT TIME.

BUCHANAN DEFEATS FREMONT IN CLOSE RACE.



WAR! WAR! CALIFORNIA STAYS WITH THE UNION!



FIVE YEARS LATER, FREMONT'S PREDICTIONS CAME TRUE. THE CIVIL WAR BROKE OUT. CALIFORNIA FOUGHT ON THE SIDE OF THE NORTHERN STATES TO PRESERVE THE UNION AND TO ABOLISH SLAVERY...

I AM HONORED.

I HAVE HERE, SIR, YOUR COMMISSION AS MAJOR GENERAL IN THE UNITED STATES ARMY.

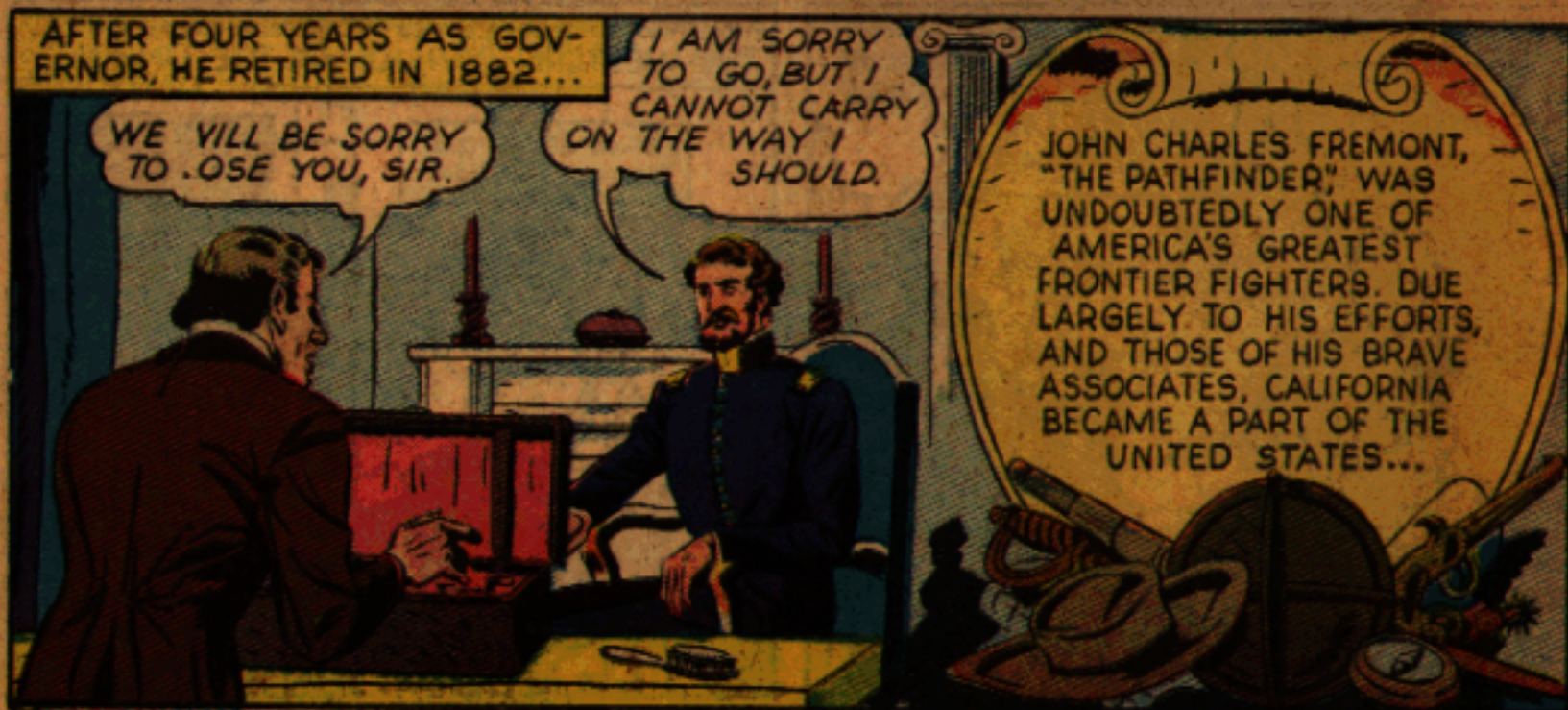


FREMONT SERVED AS COMMANDER OF THE WESTERN DIVISION OF THE UNION ARMY...

OFFICE COMMANDANT WESTERN DIVISION









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